

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

DEC - 4 1939

Date of writing Report 2 Decr 1939, When handed in at Local Office 2 Decr 1939 Port of CARDIFF

No. in Reg. Book. 32689 Survey held at CARDIFF Date, First Survey 14 Nov 1939 Last Survey 16 Dec 1939 (No. of Visits 3)

Tonnage Gross 324 Net 123 Vessel built at Leith By whom J. Crau & Souerville Ltd When 1921-10

Nominal Horse Power 60 Engines made at - do - By whom - do - When 1921

No. of Main Boilers 1 Boilers, when made (Main) 1921 (Donkey) -

No. of Donkey Boilers 1 Owners Beynon Shipping Co Ltd Owners' Address Port Glasgow Voyage -

Steam Pressure in Main Boilers 130 lb Managers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1 If Surveyed At or in Dry Dock Mount Stuart Dry Dock

Last Report No. - Port - Particulars of Examination and Repairs (if any) Docking + Dge

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined offered not required

Was a damage report made by anyone else? If so, by whom? W. H. H. Salvage Assoc.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler - Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 116

Engine parts, when referred to by numbers, should be counted from forward. - Is electric light and/or power fitted? -

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Damage stated to have been caused by heavy weather whilst on voyage Bristol to Garston on the 10th October 1939.

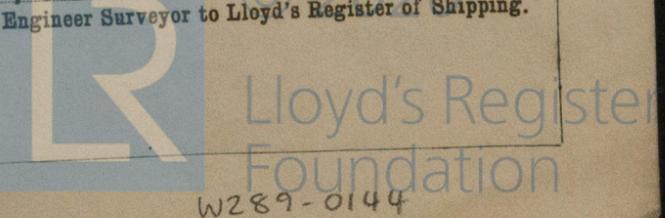
Now done:- Vessel placed in dry dock. propeller scrubbed & sea connection fastenings examined.
Examined L.P. piston rods, Top & bottom ends. General service pump.
Repairs Damage, L.P. piston rod skinned up new neck gland bushes fitted. Bottom end brasses rivetted. General Service pump:- Water end liners received, Bucket rods received
Steam cylinders bored, new pistons & rings fitted. piston rods received, Valve gear overhauled
Repairs W.T. A.P. piston rod received, 9 new rings fitted.

General Observations, Opinion, and Recommendation: The Machinery of this vessel is eligible
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
in my opinion remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : :
Special Damage & Repair Fee (if any) (per Section 29.) £ 4 : 4 : 0
Travelling expenses (if chargeable) £ : :
Fees applied for 2 Decr 1939
Received by me, 19

Hannish W. G. Paton
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 DEC 1939
Assigned As now



W289-0144

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to