

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 Last Survey 16 Nov 1939 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. "Rubau"
 Tonnage { Gross 324 Vessel built at Leith By whom J. Crau & Souerville Ltd When 1921-10
 Net 123 Engines made at - do - By whom - do - When 1921
 Nominal Horse Power 60 Boilers, when made (Main) 1921. (Donkey)
 No. of Main Boilers 1 Owners Beynon Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Glasgow Voyage
 Steam Pressure in Main Boilers 130 lb X Surveyed ~~At~~ or in Dry Dock Mount Stuart Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers

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

" " Donkey " " "

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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

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

Engine parts, when referred to by numbers, should be counted from forward.

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 mutilated. General Service pump:- Water end liners renewed, Bucket rods renewed. Steam cylinders bored, new pistons & rings fitted. piston rods renewed, Valve gear overhauled. Repairs W.T. A.P. piston rod renewed, & 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

X L.M.C. 140 lb., F.D., &c.)

CS 3,34

in my opinion remain as classed without fresh record of survey.

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

Committee's Minute

Assigned

FRI. 15 DEC 1939

As now

Hannish W. H. Paton

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W289-0144