

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

(Received at London Office MAY 14 1940)

Date of writing Report: 10 May 1940 When handed in at Local Office 11 May 1940 Port of **GARDIFF**

No. in Reg. Book. Survey held at Gardiff Date, First Survey 29 Ap '40 Last Survey 30 April 1940 (No. of Visits 2)

20557 on the Machinery of the ~~Wood Iron or Steel~~ Sc. "Barbara Marie"

Tonnage Gross 4223 Vessel built at Sunderland By whom Sir J. Priestman & Co. When 1928 4  
Net 2535 Engines made at Sunderland By whom G. Black Ltd. When 1928  
Nominal Horse Power 375 Boilers, when made (Main) 1928 (Donkey)  
No. of Main Boilers 3 Owners Cliffside Shipping Co. Ltd. Owners' Address  
No. of Donkey Boilers 1 Managers J. Morrison & Son Port Newcastle Voyage  
Steam Pressure in Main Boilers 180 lb. Surveyed in Dry Dock junction S.S.  
in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey Date of last Survey and of Periodical Surveys.		
H 100 A1 with freeboard 9.39.		H LMC 6.34 B.S. 2.40 C.L. 9.38
S.S. Hull No 2-34		

Last Report No. Port commencement.Particulars of Examination and Repairs (if any) M.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Was a damage report made by anyone else? If so, by whom?

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? No

If this was not done, state for what reasons? B.S. not due.

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 ✓

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 5/32"

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

Is electric light and/or power fitted Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey, all requirements of M.S. to be complied with, except the items stated below. The Owners' Supt. states that the survey will be advanced at first convenient opportunity.

how done. Vessel placed in dry dock; the propeller, stern bush, sea connections and fastenings examined and found good.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as

(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, E.S. 9.11, B.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

now seen is in good condition and eligible in my opinion, to remain as classed with fresh record M.S. with date when the survey is completed as stated.

Survey Fee (per Section 29) £ : : Fees applied for ✓ 19  
Special Damage or Repair Fee (if any) £ : : Received by me, ✓ 19  
Travelling expenses (if chargeable) £ : : ✓ 19

Committee's Minute

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

**L** Lloyd's Register Foundation

W336-0099



It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

No. 3 due 4.40, pty hd.  
Mod. ~~Sperry~~ due 6.59.

L.H.  
16/5/40.



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