

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

Date of writing Report

When handed in at Local Office

(Received at London Office)

22 OCT 1935

No. in
Reg. Book.

Survey held at

BARRY.

Date, First Survey

Port of

BARRY.

Last Survey

1935

22561.

on the Machinery of the Wood, Iron or Steel S.S. CHARLBURY

(No. of Visits)

3.

Tonnage { Gross 6030.
Net 3902.

Vessel built at Newcastle.

By whom Armstrong & Whitworth & Co.

When 1906. 9

Nominal
Horse Power { 478.

Engines made at do

By whom Hall & Threlkeld & Co.

When 1906.

No. of Main Boilers 5

Boilers, when made (Main) 1906.

(Donkey) 1906.

No. of Donkey Boilers 1

Owners H. G. & Co. Shipping Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

Steam Pressure—

Managers R. S. Shipping Co. Ltd.

If Surveyed Afloat or in Dry Dock Barry Dock

(State name of Dock.)

Last Report No.

Port

Particulars of Examination and Repairs (if any) General Exam.

(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. 16/10/35. B.L.

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?

If this was not done, state for what reasons? Boiler not opened out for survey.

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? 180 lbs.

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 Boiler?

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

and of the Donkey Boiler?

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

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

Is electric light and/or power fitted?

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

NOV DONE: A General examination made of main engine & auxiliary machinery & some trial under working conditions. Pumping arrangement examined & tested. The safety valves of the three main boilers were examined & afterwards adjusted under steam & above working pressure. Boilers examined under steam. All found to be in satisfactory condition for the intended voyage to Japan.

General Observations, Opinion, and Recommendation:

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

As seen in shipyard in my opinion to remain as now classed without further work, subject to the vessel being broken up on the termination of her present voyage & after arrival will cross there from another destination under port of Japan with a cargo of salt & minerals. N.B. Donkey boiler not to be used.

Survey Fee (per Section 29)

£

Fees applied for

19

Special Damage or Repair Fee (if any)

£

Received by me,

19

Travelling expenses (if chargeable)

£

Committee's Minute

FRI. 25 OCT 1935

TUE. 19 MAY 1936

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

TAKING CASE.

Lloyd's Register
Foundation

W490-0022

Machinery generally
examined. It found satisfactory
for voyage to Japan the ports for
demolition.

On account of action
be deferred.

Subject to the
~~Boiler~~ BOILER
not being used again.

SA
24/10/35



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