

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

(Received at London Office

16 OCT '35

Date of writing Report 10 When handed in at Local Office 14/10/35 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at South Shields Date, First Survey — Last Survey Oct 12th 1935 (No. of Visits 1)

31625 on the Machinery of the Wood, Iron or Steel S.S. PENDENNIS

Tonnage { Gross 2001 Vessel built at Sunderland By whom S.P. Austin & Son Ltd When 1911-1
Net 1161Engines made at " By whom G. Black Ltd When 1911
Nominal Horse Power { 208Boilers, when made (Main) 1911 (Donkey)
No. of Main Boilers 2 Owners Pendennis S.S. Co. Ltd Owners' Address Port Newcastle VoyageNo. of Donkey Boilers — Managers
Steam Pressure in Main Boilers 120 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Headlands Quay

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

Last Report No. 92337 Port Woc

Particulars of Examination and Repairs (if any) Conf. B.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? ☒" " 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 Present Condition of Funnel efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒ To what pressure were they afterwards adjusted under steam? 180 lbsDid 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? ☒ 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

Safety valves adjusted under steam to the above pressure.

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

(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.S.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as far as seen is eligible in my opinion to remain as classed & to have

record of B.S. 3,35 as recommended on the Rpt 92337

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute FRI. 25 OCT 1935

Assigned R.S. 3,35 W

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W 542-0248

Completed

It is submitted that
this vessel is eligible for
THE RECORD.

B. 35

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

23/10/31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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