

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

(Received at London Office 22 SEP 1934)

Date of writing Report 20th Sept. 1934 When handed in at Local Office 21st Sept. 1934 Port of Swansea

No. in Reg. Book 79063 Survey held at Port Talbot Date, First Survey 14th Sept. Last Survey 19th Sept. 1934 (No. of Visits 2)

on the Machinery of the Wool Iron Steel 5.5 "Heukerry"

Tonnage Gross 3930 Vessel built at Newcastle By whom Tyne J. S. B. Co Ltd When 1927-1

Net 2412 Engines made at - do - By whom N. E. Marine Eng Co Ltd When 1927

Nominal Horse Power 357 Boilers, when made (Main) 1927 (Donkey) 1927

No. of Main Boilers 2 Owners Guardian Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port Newcastle Voyage

Steam Pressure in Main Boilers 180lb ☒ Surveyed Afloat or in Dry Dock Port Talbot Docks (State name of Dock.)

in Donkey Boilers 100lb

Last Report No. 100513 Port LowParticulars of Examination and Repairs (if any) Coupl BS

(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 ✓

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? Yes" " Donkey " " NoIf this was not done, state for what reasons? Donkey boilers stated examined at London.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 14-9-34.Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180lbDid the Surveyor examine the Safety Valves of Donkey Boiler? yes under steam To what pressure were they afterwards adjusted under steam? 100lbDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , 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? yes , 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.

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

Now done:- Examined main boilers internally & externally with their safety valves, doors & mountings.

four combustion chambers secured stays removed 2 in each boiler

Adjusted safety valves of main boilers & donkey boilers under steam to the pressures stated above.

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.E.M.S. 9.11, or S.L.M.C. 9.11, 140 lb., E.D., &c.)
is eligible in my opinion to remain as classed and have record of B.S. 9.34. as previously recommended

Survey Fee (per Section 29) BS £ 4:0:0 Fees applied for Sept 24 1934

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ :6:0 Received by me 4.10.1934

Committee's Minute TUE. 2 OCT 1934

Assigned BS 9.34 W.M.

Harish W. Ratn
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W 596-0039

Adm 7-34 Completed

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

185 9.34

*Now
27-9-34*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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