

NOTED FOR EXAMINATION
am

WRECK BOX
No. 67 Top

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

5 FEB 1930

(Received at London Office)

Date of writing Report 4-2-30 When handed in at Local Office 4-2-30 Port of Belfast

No. in Reg. Book. 36607 Survey held at Belfast Date, First Survey 25th Jan Last Survey 28th Jan 1930
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Sc. "TOWY."

Tonnage { Gross 204
Net 83
Reg. Nominal Horse Power 52

Vessel built at Southampton. By whom Day, Summers & Co. Ltd. When 1914-4.
Engines made at Southampton. By whom Day, Summers & Co. Ltd. When 1914.
Boilers, when made (Main) 1914 (Donkey) ✓
Owners Whiteabbey Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Cardiff Voyage
If Surveyed Afloat or in Dry Dock Yes, Abercorn Basin. (State name of Dock.)

Last Report No. 9474 Port Lev.
Particulars of Examination and Repairs (if any) BS.

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? ✓

Has 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Were any parts of the Boilers not examined? If so, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs 0"

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Has the 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 the 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? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓

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

Work done. Main boiler examined internally & externally together with all mountings, safety valves, doors and fastenings, and placed in good order.
Safety valves adjusted under steam as above.
Electric welding repairs examined when boiler under steam & found in good order.

Tear & wear repairs. Some bad local pitting on bottom of starboard furnace & combustion chamber built up with EW.
Lower manhole door & flange built up with EW & door refitted.
Electric welding repairs on back circumferential seam extended about 10". Other minor repairs to boiler mountings carried out in good order.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in good order and no 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, or L.M.C. 9,11, is in my opinion to remain as classed in the Register Book, with fresh record BS. 1,30.

Fee (per Section 28) £ 2 : 0 : 0 Fees applied for 4-2-30
Special Damage or Repair Fee (if any) £ X
Travelling expenses (if chargeable) £ X

Received by me, John K. Williams
TUE 14 OCT 1930 Engineer Surveyor to Lloyd's Register of Shipping.
FRI 14 FEB 1930
TUE 29 JUL 1930

Committee's Minutes assigned Deferred for No. 1 BS. 1.30



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

No 1 due 11.29
BS due 12.29. Now held
Minor repairs effected

It is submitted that
this vessel is eligible for
THE RECORD. BS 1.30

JRM
13.2.30

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.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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