Rpt. 9.

No. 98706

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

(Received at London Office 3 MAY 1933)

Date of writing Report 3 MAY 1933 19 When handed in at Local Office 3 MAY 1933 Port of LONDON

No. in Reg. Book. 64752. Survey held at LONDON. Date. First Survey 7-4-33. Last Survey 1-5-1933. (No. of Visits 7)

on the Machinery of the ~~Wood Iron or~~ Steel Sc JAMAICA PLANTER.

Tonnage { Gross 7482. Net 4707.

Nominal Horse Power 872

No. of Main Boilers 3. AUX.

No. of ~~Donkey~~ Boilers 1

Steam Pressure— in Main Boilers 210 lbs □" AUX. in ~~Donkey~~ Boilers 210 lbs □"

Vessel built at BIRKENHEAD. By whom CAMMELL LAIRD & Co Ld. When 1911-3.

Engines made at Do. By whom Do. Do. Do. When 1911.

Boilers, when made (Main) 1911. (Donkey) —

Owners JAMAICA DIRECT FRUIT LINE Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers KAYE, SON & Co Ld. Port LONDON. Voyage JAMAICA.

If Surveyed Afloat or in Dry Dock (State name of Dock.) BOTH. EAST INDIA DK. MILLWALL D.DOCK.

Last Report No. Port

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1 Shelter dk with freeboard 10.32		✠L.M.C. 6.32.
SS.LON. No3 - 10.23.		T.S. (EL) 2.31
SS.LON. No2-32.		✠LLOYD'S R.M.C. 4.32 for temp. 20°F.

Particulars of Examination and Repairs (if any) DOCKING & 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 & AUX. Boiler separately and make a thorough examination at this time? YES.

Do. " 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 All after boilers 21-4-33. Fore boiler 7-4-33.

Did the Surveyor examine the Safety Valves of the Main & AUX. Boiler? YES. To what pressure were they afterwards adjusted under steam? 210 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 & AUX. Boilers? YES., and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? NONE., and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main & AUX. 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? NONE

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/16F

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

NOW DONE:- Vessel placed in dry dock, propeller specially examined on account of it having been fouled by a rope (London Rpt. No 98078) and no damage found. Under water sea connection fastenings examined and found in order.

All boilers examined internally & externally with their doors & mountings. Safety valves of all boilers adjusted under steam as stated above.

Repairs:- Both lower furnaces of centre boiler renewed. Test Nos of new furnaces:- No 3316 & No 3317. Centre boiler water tested to 210 lbs □" & found tight. Original furnaces were found badly distorted.

A few small stays & nuts renewed in all boilers & other minor repairs executed.

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

The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of B.S. 5-33. Delete vessel's name from the S.R.L.

Survey Fee (per Section 29) £ 5 : - -

Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 2 : -

Travelling expenses (if chargeable) £ :

Fees applied for 3 MAY 1933 19 Cash

Received by me, 11/5/33 19

W. Kimber. Hm. Cornick.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 MAY 1933

Assigned As now
Without Spl. Cond
BS 5.33

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

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