

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

(Received at London Office)

25 NOV 1924

Date of writing Report 24th Nov. 19 24 When handed in at Local Office 24th Nov. 19 24 Port of Swausea

No. in Reg. Book. 87003 Survey held at Swausea Date, First Survey 14th November Last Survey 21st November 1924
(No. of Visits 2)

Tonnage { Gross 3106 Vessel built at Newcastle By whom Armstrong Whitworth & Co Ltd When 1919-10
Net 1869 Engines made at West Hartlepool By whom Gen. Mar. Engine Works When 1919
(Donkey) ✓
Nominal Horse Power 430 Boilers, when made (Main) 1919
No. of Main Boilers 3 Owners Gleaves Western Valleys Auth. route to London Port Swausea Voyage
No. of Donkey Boilers ✓ Managers V. M. Williams
Steam Pressure in Main Boilers 180 Surveyed Afloat in Dry Dock Palsons Dry Dock & King Dock
(State name of Dock.)
in Donkey Boilers ✓

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.)	Year Assigned and how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1		+LMC 10-19
3-23		T.S. 2-24
		C.L.

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Docking & Coupl L.M.C.

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? no

Do. " Donkey " " " B.S. not due.

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? _____

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

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 Boiler? _____

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 _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

Has the shaft now fitted new? _____ Has it a continuous liner? _____

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/32"

When 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, stern bush and sea fastenings examined.

Coupl. L.M.C.:— Examined Ballast sump, General service pump, and Donkey feed pump.

New Suction & delivery valves fitted to General service pump.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is
(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.)
eligible in my opinion to remain as classed and to have record of +L.M.C. 2-24
as previously recommended.

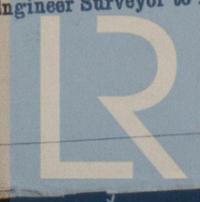
Survey Fee (per Section 28).....	£	19
Special Damage or Repair Fee (if any) (per Section 28.).....	£	
Surveying Expenses (if chargeable).....	£	19

Hannish Macgilton
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
signed + Lamb 2. 24

TUES. 2 DEC 1924

CERTIFICATE WRITTEN



Lloyd's Register
W660 - 0263
Foundation

THIS MARGIN IS TO BE LEFT CLEAR. THE SURVEYOR'S NAME IS TO BE WRITTEN IN THIS MARGIN.

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

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

