

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

No. 44773

Date of writing Report March 5<sup>th</sup> 1924 When handed in at Local Office 5<sup>th</sup> Nov 1924 Port of CARDIFF  
 No. in Survey held at Cardiff Date, First Survey 16<sup>th</sup> Feb Last Survey 28<sup>th</sup> Feb 1924  
 (No. of Visits 5)

5118 on the Machinery of the Wood, Iron or Steel Sc. "BRANSTONE"  
 Tonnage { Gross 419  
           Net 181  
 Registered Horse Power 77  
 No. of Main Boilers 1  
 No. of Donkey Boilers 1  
 Working Pressure of Main Boilers 130 lb  
 No. of Donkey Boilers 1

Vessel built at Lowestoft By whom Golby Bros Ltd When 1920-11  
 Engines made at N. Shields By whom Shields E. & D.D. Ltd When 1920  
 Boilers, when made (Main) 1920 (Donkey) ✓  
 Owners G. J. Gillie & Co Port Cardiff Voyage \_\_\_\_\_  
 If Surveyed Afloat ✓ or in Dry Dock Hills West D.D.  
 (State name of Dock.) West D.D.

Previous Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) L.M.C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1, 11, 22, 23		* LMC 11, 20 CL 11, 22, 23

Where 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  
 Do. " " Donkey " " " " \_\_\_\_\_  
 If this was not done, 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? 130 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 Boilers? Yes, 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? Yes, and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No special appliance  
 Has the shaft now been changed? No If so, state reasons \_\_\_\_\_  
 Has the shaft now fitted new? ✓ Has it a continuous liner \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

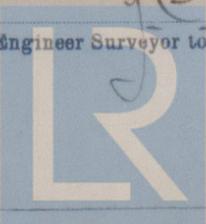
What is the distance between lignum vitae or bearing-metal of stern bush and top of after bearing of screw shaft? 5/32"  
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Now done  
 Examined propeller, screwshaft, sternbush, sea cocks, valves & fastenings, large injection valve, cylinders, pistons, slide & piston valves, crank and thrust shafts, air, fuel, circulating and bilge pumps & valves, pumping arrangement, general service pump, steering and windlass engines. Condenser examined and tested. Main steam pipes examined in place.  
 Main Boiler examined in its entirety  
 The whole found or put in good order as under,  
 Main injection valve & seat machined. Engine holding down bolts hardened up  
 New end to one fuel pump ram. New piston rod to windlass engine  
 Boiler relagged, some caulking as required in centre c.c.  
 Safety valves of main boiler adjusted under steam as above.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good order and eligible in my opinion to be retained as classed, with fresh records of \* L.M.C. 2, 2b and T.S.C.L. 2, 2b entered in the Register Book.

Survey Fee (per Section 28) £ 7 - - -  
 Special Damage or Repair Fee (if any) (per Section 28.) £ : :  
 Sundry Expenses (if chargeable) £ : :  
 Fees applied for 6<sup>th</sup> Nov 1924  
 Received by me, [Signature] 26/3/24

Committee's Minute \_\_\_\_\_  
 Signed [Signature] + LMC 2, 24  
 TUE. MAR. 11 1924  
 CONFIRMATE WRITTEN 26/3/24

[Signature]  
 Engineer Surveyor to Lloyd's Register of Shipping.  
  
 Lloyd's Register Foundation  
 W707-0214

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

P.P. due 11.24 held screw shaft  
examined.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 2.24

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.

S. 2.24

H.  
8/3/24

RETAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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