

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

24 APR 1929

(Received at London Office)

Writing Report _____ When handed in at Local Office 15/4/29 Port of NEWCASTLE-ON-TYNE

Survey held at Wallsend Date, First Survey 26 March Last Survey 13 April 1929

on the Machinery of the Wood, Iron or Steel S. Y. V. "British Plunk" (No. of Visits 7)

Gross 1025
 Net 514 Vessel built at Newcastle By whom Wan Hui, W. R. Co., Ltd. When 1928-8
 Engines made at do By whom do When do
 Boilers, when made (Main) Yong (Donkey) 1928
 Owners British Tanker Co., Ltd. Owners' Address Port Swansea, Voyage Coaching
 Managers _____
 If Surveyed Afloat or in Dry Dock Wan Hui Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report No. _____ Port Yong N.O.B.

Particulars of Examination and Repairs (if any) Damage

At Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined? Yes. Not Required.

Has a special damage report been made by anyone else? If so, by whom? Wan Hui for Condensers.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? do

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

Were any parts of the Boilers could not be thus thoroughly examined? do

Were any 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? do

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

Has the Surveyor examine the Safety Valves of Donkey Boiler? do To what pressure were they afterwards adjusted under steam? do

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? do and of the Donkey Boiler? do

Has the Surveyor examine the drain plugs of the Main Boilers? do and of the Donkey Boiler? do

Has the Surveyor examine all the mountings of the Main Boilers? do and of the Donkey Boiler? do

Has the 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? do

Has the shaft now been changed? do 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? do

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8

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

Damage stated to have been caused by grounding
the vessel placed in dry-dock. Fore shaft drawn,
inspected & found in good order.
Brass propeller was found to have one blade bent, same
efficient at the present time & will be renewed at a
date
See Plan attached
sea connections & fastenings examined & found in good order.
additional air receiver has now been fitted in a
factory manner after having been tested by hydraulic
pressure 5 1/2 30 lbs per sq inch & found satisfactory.
Turkey boiler has been replaced with a vertical type

Observations, Opinion, and Recommendation:—

Early 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, 9,12, F.D., &c.)

Machinery of this vessel, as seen, is in good condition & will, in my opinion, remain as classed & to have record S.B.C.L. seen 4,29. & N.D.B. fitted 4,29.

Surveyor's Fee (if any) £ 2 : 2 : - Fees applied for 25 APR 1929

Expenses (if chargeable) £ _____ Received by me 8.5.29

Surveyor's Minute _____ As now _____ TUE. 7 MAY 1929

Signature _____ N.D.B. 4.29 W81-0179

CHARACTER, Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 a. 1. 8, 28.		+L.M.C. 8, 28
Carrying Petroleum in Bulk?		S.B.C.L.
OIL ENGINE		

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

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



continued

(Cochrane type) boiler of a larger diameter & has been securely fitted on board the vessel & its safety valves adjusted under steam to working pressure. First entry report & plan attached herewith.

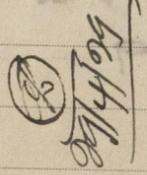
Six lengths of S.P. steel air starting pipes have been tested by hydraulic pressure to 430 lbs per sq inch & found tight & satisfactory.

Fred. A. Ferguson

Grounding damage. T.S. & bands
Donkey Boilers replaced by larger
boilers.

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.

It is submitted that this vessel is eligible to remain as O.L.S.S. U.D.



S. H. H. H.
N.D.B. 4. 24
125 lb
Delete previous
ADB pressure



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Lloyd's Register
Foundation

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