

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

(Received at London Office)

MAR 14 1939

Date of writing Report

When handed in at Local Office

13 MAR 1939

Port of HULL

No. in
Reg. Book.

Survey held at

Date, First Survey

21.11.38

Last Survey

6.3.1939

(No. of Visits 4)

Year. Month.

10503

Tonnage

Gross 117.

Net 64.

Nominal
Horse Power

56.

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure
in Main Boilers

in Donkey Boilers

Vessel built at Hull, N. Humber.

By whom

J. P. H. & Sons

When 1877.6

Engines made at

Lancaster.

By whom

Mandia-Kunden A/S

When 1936/1937

Boilers, when made (Main)

✓

(Donkey)

✓

Owners

B. W. Steamship Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book.)

Managers

Lancaster Co. Ltd.

Port

Hull.

Voyage

If Surveyed Afloat or in Dry Dock

Afloat, L. Humber.

(State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years and months elapsed.	Machinery and Boiler Surveys (including date of N.B., if any).
4. 90 A1. 1.36.		4. LMC 2.36 (11.6.1936)
15. H.L. 4.7.40.3		15. 0.6 7.38
7.34		
Large boiler H.L.		
15.11.38		

Last Report No. 49120 Port Hull

Particulars of Examination and Repairs (if any) Complete L.H.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?

" " 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.

Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Complete

SHIP DATA. Main engine parts opened out & an examination made

of 11.2 (from fwd) Cylinder, piston, connecting rod, gudgeon &

crank, bottom end bearing, crank pin & web & the cylinder

head. An examination also made of 11.2 Main bearings

& journals, engine driven large & circulating pumps, connections

& pumping arrangements. The port & starboard (2 only fitted)

starting air receivers internally & externally & the starting air

lines. All found to be in good condition.

NOTE. No power driven air compressor is fitted. Air starting

valves are charged direct from the main engine working cylinder.

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, & L.M.C. 9, 11, or XLHC 140 lb., E.D., &c.)

CS 3,34.

Signature is my opinion T. remain as named &

T. have been made of L.H.C. 7.38 as previously

recommended. (See Reg. Bk. No. 49120)

Survey Fee (per Section 29)

£ 3-10-0

Fees applied for

13 MAR 1939

Special Damage or Repair Fee (if any)

£

Received by me

23/8 1939

Travelling expenses (if chargeable)

£

Committee's Minute

FRI 24 MAR 1939

Assigned + L.H.C. 7.38

CERTIFICATE WRITTEN

P. H. Ludden.

Engineer Surveyor to Lloyd's Register of Shipping.

Completed

It is submitted that
this vessel is eligible for
THE RECORD. Hue 7-38

RM
24/3/39