

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

(Received at London Office, MAY -1 1940)

Date of writing Report: 24 APR 1940 When handed in at Local Office: 24 APR 1940 Port of: LIVERPOOL

No. in Reg. Book: 28255 Survey held at: LIVERPOOL Date, First Survey: 10/4/40 Last Survey: 15/4/1940 (No. of Visits: 4)

on the Machinery of the Wood, Iron or Steel T.S. LANCASTRIA (EX TYRRHENIA)

Tonnage: Gross 16243 Net 9509 Vessel built at: GLASGOW By whom: W. BEARD MORE & CO LD When: 1922 6

Nominal Horse Power: 2527 Engines made at: " By whom: " When: 1922

No. of Main Boilers: 3 SB Boilers, when made (Main): 1922 (Donkey) ✓

No. of Donkey Boilers: ✓ Owners: LUNARD WHITE STAR LD. Owners' Address: (If not already recorded in Appendix to Register Book.)

Steam Pressure: 220 Managers: Port LIVERPOOL Voyage:

in Donkey Boilers: ✓ If Surveyed Afloat or in Dry Dock: HUSKISSON Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port COMPLETION OF

Particulars of Examination and Repairs (if any) B.S. & CONDITION. + 100 A1 SHELTER DK. + L.M.C. H.S. 2.38

(Periodical Surveys, when held, must be reported in detail and written 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? YES

" " Donkey " " " ✓

If this was not done, state for what reasons? STAR D.E. & PORT S.E. SEE LIV REPORT N° 113777, PORT D.E. & STAR S.E. REPORT N° 113928.

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: CENTRE D.E. & CENTRE S.E. 12-4-40 Present condition of funnel: GOOD.

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 220 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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? YES , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? YES , and of the Donkey Boilers? ✓

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: ✓

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: AFLDAR.

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

OWNERS SUPERINTENDENT STATES THAT OWING TO VESSEL BEING REQUISITIONED, IT WAS NOT POSSIBLE TO DRYDOCK FOR EXAMINATION OF STAR^D TAILSHAFT, AND THAT IT WILL BE CARRIED OUT AT EARLIEST OPPORTUNITY.

NOW DONE FOR B.S. EXAMINED CENTRE D.E. & CENTRE S.E. BOILERS INTERNALLY & EXTERNALLY WITH SAFETY VALVES, MANHOLES, MOUNTINGS, DOORS & FASTENINGS. EXAMINED BOILERS UNDER STEAM & ADJUSTED SAFETY VALVES AS NOTED ABOVE. OIL FUEL BURNING ARRANGEMENT GENERALLY EXAMINED AND FOUND IN GOOD CONDITION.

REPAIRS (WEAR & TEAR): ABOUT 3 FEET OF GROOVING ON AFT END PLATE, CENTRE D.E. BOILER, UNDER BOTH LOWER FURNACES SATISFACTORILY CUT OUT & BUILT UP WITH ELECTRIC WELDING.

THE FOLLOWING MACHINERY WAS OPENED UP & EXAMINED; STAR^D THRUST & TUNNEL SHAFTING, STAR^D MAIN GEARING (EXCEPT BEARINGS) & ROTARY FEED PUMP.

General Observations, Opinion, and Recommendation:— THE MACHINERY OF THIS VESSEL (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, R.O.M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

WHERE NOW BEEN IS IN GOOD CONDITION & ELIGIBLE IN OUR OPINION TO REMAIN AS CLASSED WITH FRESH RECORD OF B.S. 140 AS PREVIOUSLY RECOMMENDED.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute LIVERPOOL 30 APR 1940

Assigned B.S. 140. J.T.S.

H. J. Taylor & C. Reed
Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

To be held at earliest opportunity