

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

(Received at London Office)

JAN 24 1939

Date of writing Report 23-1-1939 When handed in at Local Office 23-1-1939 Port of Leith

No. in Reg. Book. Survey held at Burntisland Date, First Survey 13-10-38 Last Survey 17-1-1939 (No. of Visits 5)
88064 on the Machinery of the Wood, Iron or Steel "FULHAM IV."

Tonnage { Gross 1584.05 Net 917.60 Vessel built at Burntisland By whom Burntisland J.B. Co. Ltd. When 1938
Engines made at Sunderland By whom M.E. Marine Eng. Co. (1938) Ltd. When 1938
Nominal Horse Power 196 Boilers, when made (Main) 1938 (Donkey) 1938
No. of Main Boilers 15.B. Owners The Mayor, Aldermen & Council of the Metropolitan Borough of Fulham Owners' Address London
No. of Donkey Boilers one Managers Stephenson Clarke & Associated, Ltd. Port London Voyage London
Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Burntisland (State name of Dock.)
in Donkey Boilers 100 lbs.

Last Report No. Port

Particulars of Examination and Repairs (if any) First Entry

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

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

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

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 vitæ 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

The sea-cocks and valves have been efficiently fitted in place and the stern frame has been bored out to receive the stern tube. The vessel had been towed to Sunderland to have the engine & boilers fitted. On the vessel's return to Burntisland, the testing of the pumping arrangements of 1. the No. 2 hold bilges; 2. the ballast pump to the condensers; 3. the feed pump and injector to the donkey boiler were tried and found in order. The main and auxiliary machinery were examined under working conditions at sea and found satisfactory.
The dates of survey are as follows:- Stern frame bored out 17/10/38. Engine, Boiler beatings 24/10/38.
Completion of fitting sea-cocks 24/10/38.
Completion of pumping arrangements 19/12/38
Machinery examined under working conditions 17/1/39.

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

The above information is forwarded for the consideration of the Committee. This machinery, see Sunderland Report N° 32546 is eligible, in my opinion, for the notation of L.M.C. 1-39.

Table with columns for Survey Fee, Special Damage or Repair Fee, Travelling expenses, Fees applied for, and Received by me.

Committee's Minute Assigned See FE machy rpt

FRJ 27 JAN 1939