

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 21 JAN 1948)

Date of writing Report 19... When handed in at Local Office 19... Port of LIVERPOOL.

No. in Survey held at Manchester Ship Canal. Date. First Survey 29/12/47 Last Survey 1/1/48 (No. of Visits 3)

7543 on the Machinery of the ~~Wood, Iron or Steel~~ "THE LIDOMUS".

Gross 10643	Vessel built at Portland, Or.	By whom Kaiser Co. Inc.	When 1944
Net 6303	Engines made at Lynn, Mass.	By whom General Elec. Co.	When 1944
Nominal 1485	Boilers, when made (Main) 1944	(Donkey) -	
orse Power 2WT (Spt. 464)	Owners Anglo-Saxon Pet. Co. Ltd.	Owners' Address	
o. of Main Boilers	Managers	(if not already recorded in Appendix to Register Book.)	
o. of Donkey Boilers		Port London.	Voyage
eam Pressure			
in Main Boilers 500	If Surveyed Afloat or in Dry Dock Afloat.		
in Donkey Boilers	(State name of Dock.) Ince Lay Bye & Stanlow.		

ast Report No. Port

articulars of Examination and Repairs (if any) REPAIRS.

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.

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

is a damage report made by anyone else? If so, by whom? none

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO.

" Donkey " " " -

not, state for what reasons B.S. not due. What parts of the Boilers could not be thus thoroughly examined? -

hat 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? -

ate latest date of internal examination of each boiler. Present condition of funnel(s) -

the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

the screw shaft now been drawn and examined? NO. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

n approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft Not examined. State the wear down in the

ern bush - Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO.

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

tended at Owners request to examine main condenser stated to have been leaking on voyage.

PAIRS. A number of tubes plugged and condenser tested.

B. A number of spare tubes have been placed on board with a view to fitting at the end of the

yage.

R.L. No action on this occasion.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as now seen, is in

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

d condition and eligible in my opinion to remain as now classed without fresh record. Subject

items as previously recommended by the Society Surveyors

by Fee (per Section 23) £ : : Fees applied for 4 JAN 1948

al Damage or Repair Fee (if any) £ 5 5 0

ATE ATTENDANCE 3 3 0 Received by me,

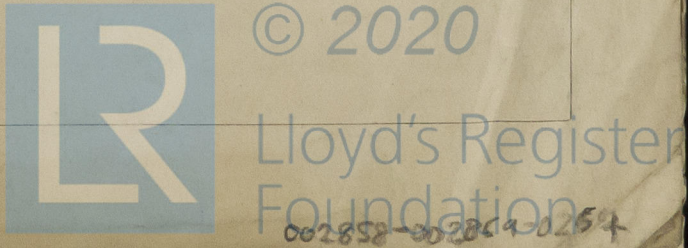
elling expenses (if chargeable) £ 1 9 0 19

mittee's Minute 20 JAN 1948

igned as how.

Subject

upto Dir. 30.6.48.



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

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



Noted.  
Lulzim - as previously recommended.  
The case is fully stated in an  
enclosure - dated 29-10-68.

L.H.  
9/3/68.



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