

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

(Received at London Office

10 MAR 1948)

Report No. 6-3- 1948 When handed in at Local Office 9-3- 1948. Port of Swansea.

Survey held at Swansea. Date. First Survey 20-2-48 Last Survey 25-2- 1948

on the Machinery of the ~~Wood~~ Steel S.S. "IVYBANK". (No. of Visits 2)

Vessel built at Baltimore Md. By whom Bethlehem Fairfield Shipyard Inc When 1943.

Engines made at Baltimore Md. By whom Allicott Machinery Co When 1943.

Boilers, when made (Main) 1943. (Donkey) -

Boilers 2 W.T. Owners Bank Line Limited. Owners' Address -

Boilers - Managers A Weir & Company. (if not already recorded in Appendix to Register Book.)

Boilers 230 lbs. If Surveyed Afloat or in Dry Dock Afloat. Port Glasgow. Voyage -

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

No. - Port -

of Examination and Repairs (if any) CLASSIFICATION LMC ADVANCEMENT.

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

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 -

Report made by anyone else? If so, by whom? -

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do you personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

What reasons Surveyed Liverpool 2,48 parts of the Boilers could not be thus thoroughly examined? -

Means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler? -

Was there any internal examination of each boiler? -

What was the present condition of funnel(s)? -

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

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

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

Did you examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

Did you examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -

Has the shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

Is electric light ~~and/or power~~ fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

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

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

Classification and record of LMC 2,48 commenced at Liverpool:- Both main feed pumps to be

examined and oil gutterway as required by the Rules to be fitted in way of oil bunkers.

(Advised by Liverpool Surveyors)

Now done:- The following parts examined and found or placed in good condition:-

M.P. cylinder and slide valve, M.P. cylinder, L.P. slide valve, fan engine and dynamo engines.

The main bilge suction valves of ballast pump and bilge pump have been converted from

crew lift to non-return.

Electrical equipment examined and tested as required by the Rules, particulars of equipment

verified report 13 herewith.

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

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

is in good condition and eligible in my opinion to remain as notated without fresh record of survey.

The record of LMC 2,48 being deferred for completion.

Section 29) EXACT INST. 2 16: - Fees applied for 9-3- 19 48.

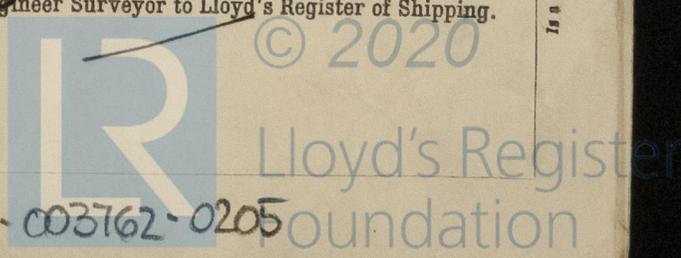
Repair Fee (if any) £ : : Received by me, - 19

Charges (if chargeable) £ : :

LICENCE CASE. WED 7 APR 1948

Minute As how

Joe Stambour
Engineer Surveyor to Lloyd's Register of Shipping.



003750-003762-0205

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

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