

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

(Received at London Office 3 APR 1945)

Date of writing Report 28th March 1945. When handed in at Local Office 29th March 1945. Port of MIDDLESBROUGH.

No. in Survey held at MIDDLESBROUGH. Reg. Book. Date. First Survey 10th Mar. Last Survey 23rd March 1945. (No. of Visits 6.)

on the Machinery of the Wood, Iron or Steel "WAVE GOVERNOR".

Tonnage (Gross 8199.38 Vessel built at Haverton Hill By whom Furness S.B. Co. Ltd. When  
 Net 456.93 Engines made at Hartlepool. By whom Richardsons Westgarth. When  
 Nominal Horse Power Boilers, when made (Main) (Donkey)  
 No. of Main Boilers Owners Admiralty. Owners' Address  
 No. of Donkey Boilers Managers (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Smiths. Port LONDON. Voyage  
 in Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
*100 A1.		
Class contemplated.		

Last Report No. Port Looking and completion of Specification.  
 Particulars of Examination and Repairs (if any) (Periodical Surveys, when held, must be reported in detail and assisted 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? No

" " Donkey " " " " No

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 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?

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 oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft State the wear down in the stern bush good fit 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? 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. Complete.

Now Done:-

Vessel placed in dry dock, propeller and outside fastenings of sea connections examined.

Full power ahead and astern trials carried out off Tees Bay, and remainder of emergency gear tested.

### General Observations, Opinion, and Recommendation:-

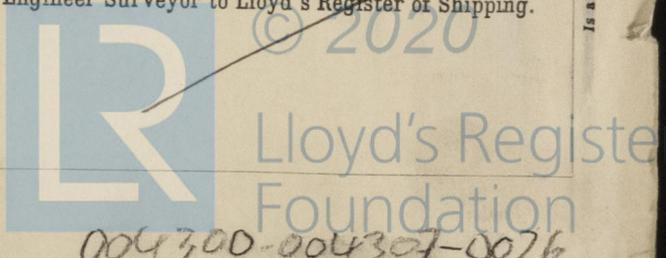
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 3,34,

The machinery of this vessel as far as seen is in good order and eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 29) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : : 19  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : : Received by me,  
 19

*C. E. Linnam Stewart*  
 Engineer Surveyor to Lloyd's Register of Shipping.

LICENCE CASE.  
 Committee's Minute Fri. 13 APR 1945  
 Signed *Sue F.E. Mackay, rph.*



004300-004307-0026

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to