

# B.C. CLASS.

No. 119096

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

of writing Report 20 OCT 1949 (Received at London Office 20 OCT 1949)

Survey held at Greenhithe Port of LONDON

Date. First Survey 16-9-49 Last Survey 4-10-1949  
(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel M/V "FIRMITY"

Gross 411 Vessel built at Hessle By whom Henry Scarr Ltd. Year. Month. 1944 12

Net 190 Engines made at Glasgow By whom British Polar Engines Ltd. When 1944 12

Boilers, when made (Main) 240 BHP (Donkey) Ed. Owners F.T. Everard & Sons Ltd. Owners' Address --

Managers -- (If not already recorded in Appendix to Register Book.)  
If Surveyed Afloat on Slipway Greenhithe Port London Voyage --

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

CHARACTER.	Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS <sup>#</sup> Coasting			MBS <sup>#</sup> 12,44
Service	5,48		TS(OG) 5,48
AS	12,48		
			Oil Eng.

Particulars of Examination and Repairs (if any) Docking. TS. NE.

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 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 stated 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.

Has a report made by anyone else? If so, by whom? Donkey

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

For what reasons? Donkey

What parts of the Boilers could not be thus thoroughly examined? None

What 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? None

State date of internal examination of each boiler? None

Has the Surveyor examine the Safety Valves of the Main Boilers? Yes Present condition of funnel(s) OK

To what pressure were they afterwards adjusted under steam? None

Has the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? None

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

Has the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft been changed? Yes If so, state reasons had engine lost Has the shaft now fitted been previously used? No Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 27.9.49 State the wear down in the shaft at fit

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

Are 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.

Is the report complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Vessel placed on slipway, the propeller, screwshaft and stern bush removed to be examined. New parts identified: Screwshaft "LLOYDS 3213, C.P. 9.8.49 H.Y.B." Propeller "LLOYDS 16/49, H.Y.B." The new main engine, newburny Diesel Co. 6F type, no 830 has been satisfactorily used at this time in accordance with approved plans for this class of vessel, and the Rules. The intermediate shaft removed, identified LLOYDS 2536 C.P. 9.8.49 H.Y.B. Starboard auxiliary engine removed, newburny Diesel Co., 2 cylinder no 8977F, driving auxiliary Scott generator no 157933 and compressor no 9539/1. Two new riveted air Runners fitted, identified BC 33754/6972 and 33753/6971 dated 17.2.49. Valves, pipes and pumping arrangements examined and tested. Main and auxiliary machinery tried under working conditions and found in order. Electrical installation examined and megger tested.

Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order and efficient condition, and suitable in my opinion to remain as now classed with the exception of MBS<sup>#</sup> NE 10.49 TS(OG)(N) 9.49

per Section 29. SS installation & 15 : 0 : 0  
Age or Repair Fee (if any) : : :  
Expenses (if chargeable) : : :  
Fees applied for : : :  
Received by me, : : :  
Signature: [Signature]  
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 3 JAN 1950

Deferred MBS x 10,49  
SN 9.49  
S.N. 9.49 (note: N.E. 10.49)



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

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