

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

(Received at London Office 14 MAR 1946)

Date of writing Report 8th March, 1946. When handed in at Local Office 11:30 1946 Port of MIDDLESBROUGH.  
No. in Survey held at MIDDLESBROUGH. Date. First Survey 8:246 Last Survey 5:346 1946  
Reg. Book. 40234 on the Machinery of the Wood, Iron or Steel "WAVE SOVEREIGN".

Tonnage Gross 3182 Vessel built at Haverton Hill-on-T By whom Furness S. B. Co. Ltd. When 1946  
Net 4559 Engines made at Hartlepool By whom Richardsons Westgarth & Co. Ltd. When 1946  
Nominal Horse Power Boilers, when made (Main) (Donkey)  
No. of Main Boilers Owners Admiralty Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers Managers Port London Voyage  
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Smiths  
in Donkey Boilers (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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.)

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

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 Completed.

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

Committee's Minute  
Assigned See minute on F.E. machy. rpt 17999  
FRI. 5 APR 1946

C. Norman Stuart  
Engineer Surveyor to Lloyd's Register of Shipping.



004710-004717-0091



*Docking & full power trials.*

It is submitted that this  
vessel is eligible to remain  
as CLASSED.

*L. J.*  
*28/3/66.*



© 2020

Lloyd's Register  
Foundation