

Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office _____)

Number 19 46 When handed in at Local Office _____ 19 _____ Port of KINGSTON, JAMAICA, B.W.I.
 KINGSTON, JAMAICA, B.W.I. Date, First Survey 7.3.46 Last Survey 31st October 19 46
 Material of the Wood, Iron or Steel ^{Steel} S.S. "BLACK BEAR" ex "Xarifa" (No. of Visits Twenty)
 Vessel built at E. Cowes By whom J. Samuel White & Co. Ltd. When 1930 7
 Engines made at E. Cowes By whom J. Samuel White & Co. Ltd. When 1930
 Boilers, when made (Main) 1930 (Donkey) 1930
 Owners Royal B. Bodden Owners' Address Georgetown, Cayman Islands.
 (if not already recorded in Appendix to Register Book.)
 Managers Cayman Islands Motor Boat Co. Ltd. Port Georgetown, C.I. Voyage
 If Surveyed Afloat or in Dry Dock _____ Particulars of Classification (which must be inserted
 (State name of Dock.) _____ precisely as in Register Book & Supplements).

Port _____
 Examination and Repairs (if any) _____
 To be reported in detail and *seriatim* in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on which must be stated should be separated from Repairs due to other causes; and of the report, should be briefly summarised at the end of the report. State also the nature of any defects observed.
 If the Surveyor has not made a special damage report he is required to state whether he has done so, and why they were declined.
 If the vessel is surveyed by anyone else? If so, by whom?
 Has the Surveyor examined each Main Boiler separately and make a thorough examination at this time?

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)
+100A1 in 4R		
Class Contemplated.		
5.39		+ Line 6.39
S.S. Son No 2-39		PS 6.37 S.S. 6.38
Fitted for O.F. 7.30 FP above 150°F		

Examined? _____
 Regulations, were adopted by the _____
 Present condition of funnel () Good.
 To what pressure were they afterwards adjusted under steam? _____
 To what pressure were they afterwards adjusted under steam? _____
 Stenings of the _____ Boilers? _____, and of the Donkey Boilers? _____
 _____, and of the Donkey Boilers? _____
 _____, and of the Donkey Boilers? _____
 Is it fitted with continuous liner? Not seen Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No
 If so, state reasons: _____
 Has it a continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____
 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"
 Is electric light and/or power fitted? Yes
 Has the Surveyor examined the generators, motors, switchgear, cables and fuses? Yes
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 If the survey is not complete, state what arrangements have been made for its completion and what remains to be done.

A request was received from the Owner to have the Machinery Reclassed. The vessel has the following items of machinery on board:- Two Main Engines Triple Expansion, 3 Cyl. 11 1/2", 18" and 29", stroke One Scotch Boiler 3 C.F. with working pressure 180 lbs. per sq. in.. One Cochran donkey boiler working pressure of 100 lbs. per sq. in.. Two oil fuel units by J.S.White. Two Weir's feed pumps. Rotary circulating pumps. Two air pumps off main engines. Four bilge pumps off main engines. One gal service pump (duplex) by A.F.MUMFORD & CO. LTD., Colchester. One fresh water pump (duplex) by MUMFORD & CO. LTD.. One deck service pump (duplex) by A.F MUMFORD & CO. LTD.. Generator engines, two SISSON & CO. LTD., Colchester, with reference Nos. E2991 and E2992. Generators, two 110 volt, W.. 145/89 Amps., Revs. 650, Nos. 55059 and 55060, made in 1929 by Laurence Scott, Electro Motors, Norwich and Manchester. Reversing gears, two, by Brown & Co. Ltd., Edinburgh. Distilling plant

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, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)
 A record of LMC 10, 46 be made in the Register Book in the case of this vessel, subject to spare pads being provided at the first opportunity.

Fee (per Section 29) £ 3 : 0 : 0 } Fees applied for
 Damage or Repair Fee (if any) £ 21 : 0 : 0 } 31.10. 1946
 (per Section 29.)
 Expenses (if chargeable) £ : : }
 Received by me, 31.10. 1946

Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation

Committee's Minute _____
 Signed _____
 2 MAY 1947
 See Regn 257.3

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

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

with two electrically driven pumps by Haden, Trobridge (Not in use). Evaporator was
John Kirkaloy, London (pump removed and not in use). Oil transfer pump (dupl.)
CO. LTD.. Steering gear, telemotor electric hydraulic, motor 110 volts, 42 A
shunt, Revs. 600, rating $\frac{1}{2}$ hr. No. 54914, made 1929 by Laurence Scott, Elect
and Manchester. Windlass electric by Laurence Scott. The following parts were
were all found or put in good order:- PORT AND STARBOARD MAIN ENGINES:- All cyll
pistons, piston rings, piston rods, top end bearings, guides, crossheads, connec
end bearings and bolts, crank pins, crank shaft journals and webs, thrusts, thr
mediate shafts, valves and valve gear, air pumps, bilge pumps, the condens
gear. The main condensers were tested. AUXILIARIES:- Port and starboard oil
Oil transfer pump complete. Starboard feed pump complete. General service pu
engines complete. Starboard generator engine governor gear, one bottom end bea
Settling tanks. Spare gear. REPAIRS EFFECTED: PORT MAIN ENGINE:- The suction la
bilge pump was found to be leaking and it was repaired. STARBOARD MAIN ENGINE:-
to the forward bilge pump was found to be leaking and it was repaired. PORT CIRCU
Impeller shaft trued up and Lignum Vitae bushes renewed. Bottom
Piston and piston rings renewed. STARBOARD CIRCULATING PUMP:- Lignum Vitae
Vitae bushes renewed. Piston and piston rings renewed. Piston
GENERAL SERVICE PUMP:- Water end casting repaired by brazing
PORT GENERATOR:- Armature removed and connections to commutator
shaft built up by welding and trued up where worn in way of the
reinstated. All electric circuits throughout the vessel were m
as required to give readings over 100,000 ohms.

On completion of the overhaul the oil fuel units, fan engines, cir
main engines, transfer pump, general service pump, fresh water pump, deck
steering gear, and windlass were examined under working conditions and they
good working order.

The spare gear was found to be in accordance with the Rules except that there were no spar
thrust pads on board.



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