

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

(Received at London Office 27 FEB 1946)

Date of writing Report 20th FEB 1946 When handed in at Local Office 21st FEB 1946 Port of Greenock

No. in Reg. Book 15366 Survey held at Greenock Date First Survey 13.2 Last Survey 13.2.1946 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel "VIC 79"
Tonnage { Gross 132 Net 50
Nominal Horse Power 24
No. of Main Boilers 1 ✓
No. of Donkey Boilers ✓
Steam Pressure in Main Boilers 120
in Donkey Boilers ✓
Vessel built at Lowestoft By whom Richards Ironworks Ltd When 1945 2
Engines made at Rowledge By whom Rowledge Ironworks Co Ltd When 1945
Boilers, when made (Main) 1945 (Donkey) ✓
Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Newton Little & Wilson Ltd Port Lowestoft Voyage ✓
If Surveyed Afloat or in Dry Dock Dock Break (State name of Dock.)

Last Report No. Port
Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

If this was not done, state for what reasons Boiler not due for survey

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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 Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between bearing metal of stern bush and top of after bearing of screw shaft. 15/1000
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted No

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?

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

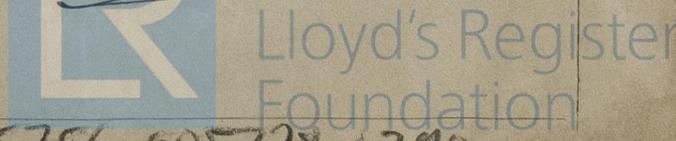
How done: The vessel placed in dry dock Propeller, aft end of stern bush & all outside fastenings of sea cocks & valves examined & found in good order.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as now seen, is in good safe working condition & eligible in my opinion to remain as now classed without fresh record of survey

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

Committee's Minute Assigned As now

E. E. O'Shanahan
Engineer Surveyor to Lloyd's Register of Shipping.



005756-605778-0290

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

SEE SPL. NOTE 244

noted
Rell
7/3/46



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