

DISCLOSED SECTION.

Rpt. 9

No. 113970

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

(Received at London Office 28 JUN 1946)

Date of writing Report 27-6-46 When handed in at Local Office 27-6-46 Port of LONDON.

No. in Survey held at LONDON. Date First Survey 22-5-46 Last Survey 19-6-46 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel. M.V. "UTRISH" in EMPIRE TIGOMBO.

Tonnage Gross 604 Net 219 Vessel built at Skeetin By whom Greifenswufe G.m.b.H. When 1944. Engines made at Ludwigshafen By whom Halbug Maschinbau A.G. When 1944. Boilers, when made (Main) (Donkey) Owners U.S.S.R. Owners' Address (if not already recorded in Appendix to Register Book.) Port Voyage. If Surveyed Afloat or in Dry Dock Survey conducted.

Last Report No. 23273. Port Gnk.

Particulars of Examination and Repairs (if any) D.B.S. (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.)

| 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) |
|---------------------------------------------------------------------------------|-----------------------------|---------------------------------------------------------------|
| Examined L.R. 8.45. | | |
| 8.45. | | T.S. 8.45. |
| | | Oil Engines. |
| | | CARRYING PETROLEUM IN BULK. |

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?

" " Donkey " " " Yes.

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. 22-5-46 Present condition of funnel(s) Good.

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? Yes. 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? Yes.

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? Yes.

Has the screw shaft now been drawn and examined? 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? State date of examination of Screw Shaft. State the wear down in the stern bush. Is electric light and/or power fitted? Yes. 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. To complete the

Survey the boiler requires to be examined under steaming conditions + the safety valves adjusted.

Now done for B.S.: At the request of the owners representative Capt. K. Nicholson of Messrs L.W. Marland & Co. the vertical donkey boiler was examined internally + externally together with all doors, fastenings + mountings + all found in good order.

General Observations, Opinion, and Recommendation: The machinery of this vessel, (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.) as far as now seen, is in an efficient condition + eligible to have a record of D.B.S. 5.46. when the survey is completed.

Survey Fee (per Section 29) £3 : - : Fees applied for 28 JUN 1946. Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19. Travelling expenses (if chargeable) £ : :

Committee's Minute D.B.S. pt. held Assigned WED. 24 JUL 1946 As now (L.R.) Delete Examined L.R. H. Dept. file. Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation.

DBS partly held 11.45 - & again
partly held now.

It is submitted that the
essel WILL BE eligible for
the record DBS 5:46 on completion.

L.F.
19/7/66.

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