

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

(Received at London Office

18 JUN 1946

Date of writing Report 18 June 1946 When handed in at Local Office 18 JUN 1946 Port of London

No. in Survey held at 0947 on the Machinery of the Hopper Barge 'MARY SOUTHWELL' Date. First Survey 18-4-'46 Last Survey 15 June 1946 (No. of Visits 2)

Gross 36 Vessel built at Gainborough By whom J.S. Watson (Gainborough) Ltd. When 1937 6
Net 28 Engines made at Stafford By whom W.H. Dorman & Co. Ltd. When 1937
Nominal 5 MW Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners Wisbech Town Council Owners' Address
No. of Donkey Boilers Managers (Wisbech Harbour Commissioners) Port Wisbech Voyage
Steam Pressure in Main Boilers
in Donkey Boilers

ast Report No. Port

Particulars of Examination and Repairs (if any) General Exam. & T.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.

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

as 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

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? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No 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 18-4-46 State the wear down in the stern bush 1/64 Is electric light and/or power fitted? No If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Complete

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

low done Vessel placed on slipway, propeller & outside fastenings examined & found in order. Screw shaft drawn in, examined, & found in good condition.

main propelling machinery examined under working conditions and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now

(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 or LMC 9,11 or LMC 140 lb., FD, &c.)

is in good condition and eligible in our opinion to remain

classified with records of 'Examined 6,46' valid for 12 months, and

T.S., 4,46.

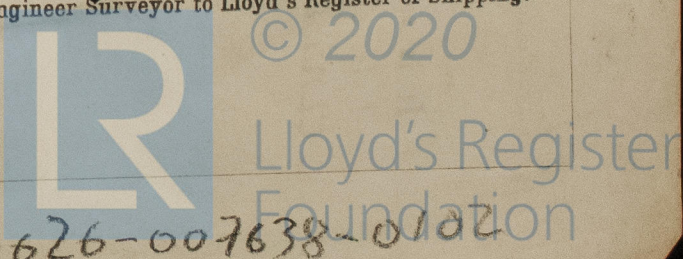
Survey Fee (per Section 29) T.S. £ 1 : 0 : 0 Fees applied for 18 JUN 1946

Special Damage or Repair Fee (if any) £ Received by me, For H.R. Bell & Self, M. Chambers

Travelling expenses (if chargeable) £ 1 : 5 : -

Committee's Minute WED. 17 JUL 1946

signed Examined 6,46 S. 4,46



nothing generally examined

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

Examined 6th
S. 4.46

John

12.7.46



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