

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 Stamprand Peterborough Date. First Survey 18-4-'46 Last Survey 15 June 1946
eg. Book. also at Wisbech (No. of Visits 2)

0947 on the Machinery of the Wood, Iron or Steel Hopper Barge 'MARY SOUTHWELL'

Gross 36 Vessel built at Gainsborough By whom J.S. Watson (Gainsborough) Ltd. When 1937 6
Net 28 Engines made at Stafford By whom W.H. Dorman & Co. Ltd. When 1937

Nominal Horse Power 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) (If not already recorded in Appendix to Register Book.)
Working Pressure in Main Boilers Port Wisbech Voyage

Surveyed in Dry Dock on Jacksons Slipway
(State name of Dock.) and afloat at Wisbech.

Previous 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.

Where 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 " " " " " "

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?

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. Complete

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

Work 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 as classed 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

Special Damage or Repair Fee (if any) (per Section 29.) £ :

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

Committee's Minute WED. 17 JUL 1946

Signed Examined 6,46

S. H. 4,46

Fees applied for 18 JUN 1946

Received by me, _____

For H.Y. Bell & Self, M. Chambers
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Nothing generally examined

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

*Examined 6.26
S. 4.46*

*JKM
12.7.46*



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