

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

30 NOV 1939

(Received at London Office)

DEC -4 1939

of writing Report... 19... When handed in at Local Office... 19... Port of **HULL**

Survey held at At Home Date, First Survey 18-10-39 Last Survey 14-11-1939  
(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S/S MARE Year. Month.

Gross 1217 Vessel built at Atteridan By whom Wm. Wood & Co. When 1914 2  
Net 727 Engines made at Atteridan By whom Mrs. Leonard When 1916 2

Main Boilers 258 Boilers, when made (Main) 1916 (Donkey)   
Owners J. Millmann & Sons Owners' Address Atteridan Port Atteridan Voyage Atteridan

Donkey Boilers  Managers J. Millmann & Sons  
Pressure in Boilers 180 lb If Surveyed Afloat or in Dry Dock Atteridan Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers  (State name of Dock.) Atteridan

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) FLMC (MS)

Special Surveys, when held, must 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature and extent of such Repairs should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has accepted his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Has a Donkey boiler been examined?  If not, state for what reasons? B.S. not done. Boiler not offered for survey.

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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?

What was the latest date of internal examination of each boiler?  Present condition of funnel(s) good.

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 main 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 the main shaft now been changed?  If so, state reasons Yes

Has the main 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?

What was the date of examination of Screw Shaft?  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 1/16"

Were any engine parts, when referred to by numbers, should be counted from forward?  Is electric light and/or power fitted?

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.

Work Done. Some places in dry dock. Propellers, oil gland, steam connections & outside fastenings examined & found in good condition. But wear done as above stated.

Main & auxiliary machinery found out. Main engine cylinder, pistons, rods, valves, chests, crank, thrust shaft & intermediate shafts, and block, main bearings, top & bottom end frames, foundation bolts, rollers, main & auxiliary pumps, connections & pumping arrangements, timing gear & windlass examined. The steam main steam pipes examined & found to be 3x1/2". All found in good condition & no repairs necessary except for the main wheel & pinion of the windlass, found worn.

General Observations, Opinion, and Recommendation: See continuation sheet.

(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, X L.M.C. 9,11, or any other alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

X L.M.C. 140 lb., F.D., &c.)

CS 3,34, Opinion in my opinion to remain as classed with first period of F.L.M.C (MS) 11.39 subject to the main wheel & pinion of the windlass being renewed before the termination of the year of grace, ending May, 1940.

Survey Fee (per Section 29) F.L.M.C (MS) £ 7.00 Fees applied for \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 29.) \_\_\_\_\_ Received by me, \_\_\_\_\_

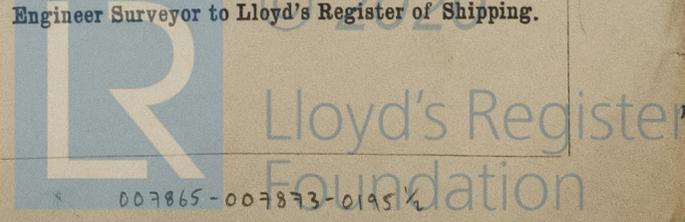
Selling expenses (if chargeable) \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Signed + LMC MS 11.39 subject \_\_\_\_\_

FRI. 29 DEC 1939

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

9a.  
of

HULL

Continuation of Report No. 50390. dated 14. 11. 39. on the

"3/3 MARE."

It is recommended for removal when the remainder of the  
Special Survey 2nd. No 3 is carried out before the  
termination of the year of grace. The condition is  
considered efficient in the near time.

A.H.P.



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