

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

(Received at London Office 13 MAY 1942)

12 MAY 1942

Port of LIVERPOOL

Date of writing Report

10

When handed in at Local Office

No. in Survey held at

on the Machinery of the Wood, Iron or Steel

Date First Survey

Last Survey

(No. of Visits)

Gross 278

Net

Nominal Horse Power 90

No. of Main Boilers 1

No. of Donkey Boilers

Team Pressure in Main Boilers 180

in Donkey Boilers

Vessel built at

Engines made at

Boilers, when made (Main)

Owners

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

By whom

By whom

(Donkey)

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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).

Last Report No.

Port

Particulars of Examination and Repairs (if any)

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 a 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

If this was not done, state for what reasons

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

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? 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 lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted

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

At the request of the Owners' Representative visited vessel to ascertain cause of steady knock in 12 engine. Upon examination of 12 bottom end white metal was found to have been overheated & flaked. Work done:- Spare 12 bottom end bedplate & fitted & on completion engine examined under trial conditions & found satisfactory.

Spare brasses reinstalled.

General Observations, Opinion, and Recommendation:-

(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, \* L.M.C. 9,11, or \* L.M.C. 140 lb., F.D., &c.)

This report is issued for the information of the Committee.

Survey Fee (per Section 29) £ : :  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ : :

Fees applied for  
19  
Received by me,  
19

Committee's Minute  
Assigned Transmit to London

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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