

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

(Received at London Office)

24 JUL 1948

Date of writing Report 21st July, 1948 When handed in at Local Office 22nd July, 1948 Port of PLYMOUTH
 No. in Survey held at PLYMOUTH Date. First Survey 27. 11. 46 Last Survey 14th July, 1948
 Book. 9 on the Machinery of the Wood, Brown & Steel "COPINSAY"
 (No. of Visits 26)

Gross 445 Vessel built at Selby By whom Cochrane & Sons Year. Month. 1941 4
 Net 174 Engines made at Hull By whom Amos & Smith Ltd. When do.
 Nominal 156 Boilers, when made (Main) (Donkey)
 of Main Boilers 1 Owners The War Office (AASE) Owners' Address
 of Donkey Boilers Managers (If not already recorded in Appendix to Register Book.)
 Main Boilers 200 Port Voyage
 Donkey Boilers Surveyed Afloat & in Dry Dock H.M. Dockyard, Devonport.
 (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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.

Has a damage report 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? Yes

Donkey "

None.

State for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler 12.4.48 Hyd. test 14.7.48

Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs/sq"

Has the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? Yes

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? Yes

Has the 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 6.1.47

State the wear down in the

in bush .028"

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Examined:- Propeller, sea connections, fastenings, screwshaft (drawn), oil gland and stern bush.

The Main Engine, cylinders, pistons, slide valves, crank, thrust and intermediate shafts. Condenser pumps and pumping arrangements. The Main boiler internally and externally with safety valves and mountings. Safety valves adjusted as above. Condenser tested. Main steam pipes tested by hydraulic pressure to 400 lbs. Main Engines tried at moorings and at sea and found satisfactory.

Feed pumps removed from stoke hold and replaced in engine room, feed connections altered to suit.

The whole of the main and auxiliary machinery opened out and refitted.

Boiler:- The combustion chamber wrapper plates and flanging are somewhat wasted but at present efficient.

44 Water space stays and 24 tubes renewed. C.C. crown stays renewed. Girders refitted and other minor repairs effected. Boiler tested by hyd. pressure at 300 lbs/sq"

Electric installation thoroughly overhauled, part rewired and found satisfactory when tested.

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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel, is in an efficient condition and eligible in my opinion, to remain as classed with fresh record of + L.M.C. 7,48 and O.G. 1,47.

Survey Fee (per Section 29) £ : : Fees applied for 19
 Damage or Repair Fee (if any) £ : : Report: 8. 19
 (per Section 29.)
 Other expenses (if chargeable) £ : : Received by me, 19

Surveyor's Minute

dated

27 AUG 1948
 + LMC 7.48

51.47

CERTIFICATE WRITTEN

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.



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