

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

(Received at London Office

16 JAN 1952

Date of writing Report 7th Jan. 1951

When handed in at Local Office 9 JAN 1952

Port of LIVERPOOL

No in Reg. Book. Survey held at Birkhead

Date.

First Survey 4

Last Survey 17/11

1951

(No. of Visits 1)

21923 on the Machinery of the Wood, Iron or Steel S.S. 'LALANDE' (EX. 'PACIFIC STAR')

Year. Month.

Tonnage Gross 7259

Vessel built at Baltimore, Md.

By whom Bethlehem Fairfield Shipyard,

When 1944

Net 4486

Engines made at Hamilton, O.

By whom Worthington Pump & Mfg. Co.,

When 1944

Nominal Horse Power 2500 HP

Boilers, when made (Main) 1944

(Donkey) -

Corp.

No. of Main Boilers 2 WT (Spt)

Owners Lambert & Holt Line, Ltd.

Owners' Address

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

No. of Donkey Boilers -

Managers -

Port Liverpool

Voyage

Steam Pressure in Main Boilers 240

If Surveyed Afloat or in Dry Dock

Dry Dock,

(State name of Dock.)

Bld.

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS 1,51		MBS 7,49
ss Liv. -7,49		Blr.S 2,51
A.S. 7,51		TS CL. 12,50
Fitted for oil fuel.		
		WTB

Last Report No. Port

Particulars of Examination and Repairs (if any) Dab.

Dab.

(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.

In 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 through examination at this time?

" " Donkey " " "

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

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now done :- Vessel in dry dock, propeller & outside fastenings examined & found in order.

The vessel has changed Ownership at this time.

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, *LHC 9,11 or *LHC 140 lb., FD, &c.)

OS 3,34

Eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) £

Fees applied for

Special Damage or Repair Fee (if any) £

Received by me,

Travelling expenses (if chargeable) £

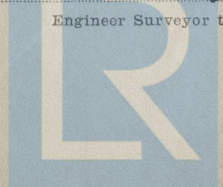
Committee's Minute

Assigned

Asnow.

N. Chambers

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Noted

Br. S. not advanced.

29/1/52

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