

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

(Received at London Office, 8 JAN 1947)

Date of writing Report 19. When handed in at Local Office 7 JAN 1947 10. Port of HULL

No. in Survey held at HULL Date, First Survey 30.11.46. Last Survey 28.12.1946
Reg. Book. 63039 on the Machinery of the Wood, Iron or Steel S. S. SEA NYMPH (No. of Visits 6.)

Tonnage Gross 246 Vessel built at GREENOCH By whom G. BROWN & CO. When 1906-1
Net 96 Engines made at GLASGOW By whom C. HOUSTON & CO. When 1906-1

Nominal Horse Power 40 R.H.P. Boilers, when made (Main) 1906 (Donkey)
No. of Main Boilers 1 Owners LYND CARRIERS LTD. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers " " " Port Voyage
Steam Pressure in Main Boilers 130 If Surveyed Afloat or in Dry Dock BOTH
in Donkey Boilers 1 (State name of Dock.) UNION DRY DOCK & VICTORIA DOCK

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).
+ 100 A.1.		+ L.M.C. 5-45
6-45		B.S. 2-46
EXAMINED 6-45		

Last Report No. Port

Particulars of Examination and Repairs (if any) GEN. EXAM. of BOILER, DOCKING & 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.

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? NO

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? YES

If this was not done, state for what reasons? A general examination was made at request of the Owners.

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 19-12-46.

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? YES

To what pressure were they afterwards adjusted under steam? NOT ADJUSTED

Did the Surveyor examine the Safety Valves of Donkey Boiler? YES

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? YES

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? YES

, and of the Donkey Boilers?

Was screw shaft now been drawn and examined? YES

Is it fitted with continuous liner? NO

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO

Was shaft now been changed? NO If so, state reasons

Was the shaft now fitted been previously used? YES

Has it a continuous liner? YES

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YES

State date of examination of Screw Shaft 9/12/46

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. CLOSE FIT

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

Is electric light and/or power fitted? YES

Did so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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

The safety valves remain to be adjusted under steam.

NOW DONE :- Vessel placed in dry dock propeller & outside fastenings examined & found satisfactory. Screw shaft with drawn, examined, & end of liner found to be short of propeller boss by approx 1/2 inch, & the exposed portion of shaft found corroded & needed. Liner cut further back & shaft in way considered efficient meantime.

The present Register Book notation of T.S. C.L. should now be amended to T.S.

It is recommended that the shaft be again examined before the end of December 1947.

Boiler Examination :- At the request of the Owners, a general examination was made of the main boiler to ascertain the necessary repairs due at the B.S. in two. P.T.O.

General Observations, Opinion, and Recommendation: Eligible in my opinion to

(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

ELC 140 lb., F.D., &c.)

CS 8,34,

remain as now classed in the Register Book with fresh record of T.S. 12-46

subject to the shaft being again examined before the end of December 1947.

The notation T.S.C.L. should now be deleted.

Survey Fee (per Section 29) T.S. £2 : 0 : 0
BOILER EXAM. 3 - 3 - 0
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : :
Fees applied for
JAN 1947
Received by me,
19

Committee's Minute

Assigned

do now, subject

L. Tait Williams
Engineer Surveyor to Lloyd's Register of Shipping.

008823 - 008830 - 0245

months time. It was found that the lower main stays were somewhat
wasted, & recommended that they be thoroughly sealed & again examined
at the B.S. due as stated above.

(It should be noted that the boiler was only superficially cleaned at this time.)

Interim certificate issued & copy herewith.

L. Tait Williams

Original screw shaft iron 6 $\frac{5}{8}$ " dia with C.L.

Size by 1805 Rules 6.64"

" " present Rules 6.53" with C.L.

6.80" without C.L.

L.H.



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