

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

(Received at London Office)

JUN 29 1939

Date of writing Report 24.6.39 When handed in at Local Office 24.6.39 Port of Grunby

No. in Reg. Book. 63209 Survey held at Grunby Date, First Survey 13.6.39 Last Survey 19.6.39  
on the Machinery of the Wood, Iron or Steel "Ronso" (No. of Visits 3)

Tonnage { Gross 248  
 Net 108 Vessel built at Beverley By whom Cook, Wells & Yarnell When 1915-11  
 Engines made at Hull By whom C.D. Holmes & Co. Ltd When "  
 (Donkey)

Nominal Horse Power 80 Boilers, when made (Main) 1915  
 Owners J. T. Heyes Owners' Address "  
 (if not already recorded in Appendix to Register Book.)  
 Managers " Port Grunby Voyage Grunby  
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock both, ship  
 (State name of Dock.)  
 No. of Donkey Boilers 1  
 Steam Pressure in Main Boilers 195  
 in Donkey Boilers "

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

Last Report No. " Port "Particulars of Examination and Repairs (if any) B.S. & I.P. Limit

(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 thorough examination at this time? Yes" " Donkey " " " " YesIf 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 15/6Present condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boiler? YesTo what pressure were they afterwards adjusted under steam? 195 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? YesTo 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? "Has screw shaft now been drawn and examined? YesIs it fitted with continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "Has shaft now been changed? No If so, state reasons "Has the shaft now fitted been previously used? YesHas it a continuous liner? YesIs 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 13/6State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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 Complete

Now done :- Examined propeller, screw shaft, stern bush & outside fastenings of sea connections. Examined the boiler throughout & safety valves adjusted as stated

Repairs :- all manhole doors refitted. 15 plain tubes renewed. Minor repairs effected.

Limit

The screw shaft cone at large end is wasted & it is recommended that the shaft be examined again before the end of 6.41. This shaft remains in an efficient condition.

## 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.)

The machinery of this vessel is eligible, in my opinion, to remain as classed & to have record of B.S. 6.39 Subject to the screw shaft being examined before the end of 6.41

Note screw shaft examined CL 6.39

Survey Fee (per Section 20) £ 2 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any) (per Section 20.) £ : : :

28.6.1939

Travelling expenses (if chargeable) £ : : :

Received by me

Committee's Minute

Assigned

TUE. 11 JUL 1939

B.S. 6.39 subject

Clive Bell. © 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation