

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

(Received at London Office

18 OCT 1939

Date of writing Report 14th Oct. 1939. When handed in at Local Office 16 OCT 1939 Port of LIVERPOOLNo. in Reg. Book. 11793 Survey held at Fleetwood. Date, First Survey and Last Survey 12th Oct. 1919. (No. of Visits One)

on the Machinery of the Wood, Iron or Steel A. K. "NORINA".

Tonnage } Gross 270 Vessel built at Selby. By whom Gossard & Sons Ltd. When 1917
Net 113 Engines made at Hull By whom C. D. Holmes & Co. Ltd. When 1917Nominal Horse Power 85. Boilers, when made (Main) 1917 (Donkey) ✓
No. of Main Boilers 158. Owners J. HARR & Sons. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1. Managers Port Fleetwood Voyage
Steam Pressure in Main Boilers 180 lb. If Surveyed Affected in Dry Dock Slipway.
in Donkey Boilers 1

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking.

(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? No.

" " Donkey " " "

If this was not done, state for what reasons? Boiler survey not done.

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(s)

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 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 complete.

Special Reasons List. Please see Liverpool Report No 112716 also my reply to Nottingham

Memorandum dated 20th Sept. 39 and Nottingham reply copy attached.

How done: Vessel placed on slipway examined propeller, screw shaft, as

far as practicable in place, marking on the shaft ascertained and

verified with the attached certificate, mark on shaft 11.16.39. This shaft

has been fitted satisfactory and is in good order, aft end of stern

bush and outside fastenings good.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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.)

CS 3, 34, so far as now seen is in good condition and eligible in my opinion

to remain as now classed and have rotation T.S. 6.39.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute As now, without special conditions

Assigned T.S. (N) 6.39.

Insert Character of Ship and Machinery precisely as in the Register Book

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

R. B. Guer.
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

009200 - 009210 - 0097

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