

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

(Received at London Office 13 JUL 1949)

Date of writing Report 13 JUL 1949 When handed in at Local Office 13 JUL 1949 Port of Ipswich
 No. in Survey held at Yarmouth Date First Survey 16-6-'49 Last Survey 7-7-1949
 Reg. Book. (No. of Visits 15)

58095 on the Machinery of the Wood, Iron or Steel "HELEN SEABRIGHT" Ex "EMPIRE SEABRIGHT"
 Tonnage Gross 522 Vessel built at Ipswich By whom Ipswich S.B. & Repg. Co. Ltd. When 1945 - 12
 Net 305 Engines made at Glasgow By whom British Polar Eng. Ltd. When 1945 12
 Nominal Horse Power 110 Boilers, when made (Main) (Donkey)
 No. of Main Boilers 1 Owners Ipswich Dock Import Co. Ltd. Owners' Address
 No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 1 Port Yarmouth Voyage
 in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Fallow (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) C.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

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.

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? 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.

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

how done. Vessel placed in dry dock, propeller & outside fastenings examined. Examined, main engine, all cylinders, pistons, valves & valve gear, covers, connecting rods, top & bottom end frames, gudgeon pins, crank shaft journals & pins, main bearing houses, scavenging pumps & compressor throughout. Port & Starb. single cylinder generating set, each driving a compressor and centrifugal pump, examined throughout.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as

(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 3,11, B&MS 3,11, LMC 3,11 or LMC 140 lb., FD, &c.)

Seen, is in a safe working condition & eligible in my opinion to remain as classified and to have record of MBS with date when the Survey has been advanced.

Survey Fee (per Section 23) part machy 26 : 0 : 0 Fees applied for
 Special Damage or Repair Fee (if any) £ : : Received by me,
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute TUES. 30 AUG 1949
 Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

CS partly held now

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

L.P.
25/8/68.

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