

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

(Received at London Office)

Date of writing Report 8/6/49 When handed in at Local Office 15 JUN 1949 Port of HULL

Survey held at Hull Date First Survey 27/5/49 Last Survey 1/6/1949

762 on the Machinery of the Wood, Iron or Steel Sc. "Serbistan" (No. of Visits 2)

Vessel built at Baltimore Md. By whom Bethlehem Fairfield Shipyard Inc Year 1944 Month 4
Engines made at Baltimore, Md. By whom Elkott Machine Corp When 1944 4
Boilers, when made (Main) 1944-4 (Donkey) -
Owners Strick Fine & Co Owners' Address -
Managers F. C. Strick & Co Port London Voyage -
Surveyed Afloat & in Dry Dock King George Dock (State name of Dock) " " Dry Dock

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

Table with columns: CHARACTER, Date of last Survey and of Periodical Surveys, Years assigned now expired, Machinery and Boiler Surveys (including date of N.B., if any). Contains handwritten entries like BS 9,48, AS 9,48, SS 50 SHIELDS 9/48, MBS 9/48, Blr. S. 1/49, Fsd 9/47, n/s 9/48.

Particulars of Examination and Repairs (if any) Booping & Damage.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of repairs, if any, 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. Offered & declined.

A damage report made by anyone else? If so, by whom? Yes. Mr. J. Hutchinson N/S.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Not due.

At 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? None.

What is the latest date of internal examination of each boiler? 10/5/49.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 100 lb.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes. To what pressure were they afterwards adjusted under steam? 100 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? Yes.

Has the shaft now been changed? No. If so, state reasons. Has the shaft now fitted been previously used? No. Has it a continuous liner? No.

Is an approved oil retaining appliance fitted at the after end? Yes. State date of examination of Screw Shaft. State the wear down in the screw bush. 5/32". Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

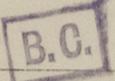
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Now done:- On account of damage stated caused by vessel grounding near Basrah on 15/3/49 vessel placed in dry dock & the propeller & outside fastenings examined. Bronze propeller found torn locally on 3 blade tips & 1 tip found slightly bent. No repairs considered necessary at this time & it is recommended the propeller be dressed up at Owner's convenience. Several sea inlet grids removed & cleaned out & replaced. The remainder of the machinery is stated to be operating satisfactorily.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as now classed in the B.C. Register Book, without fresh record, subject to repairs to propeller at Owner's convenience.

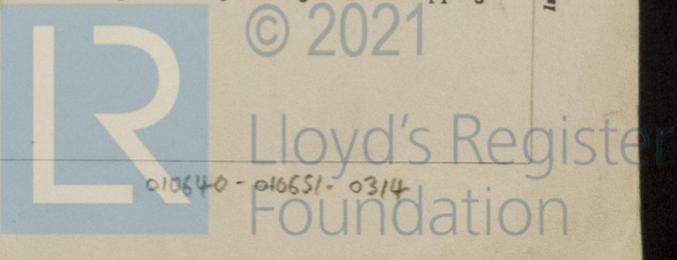
Fee (per Section 29) Damage £ 3 3 0 Fees applied for 19
Additional Damage or Repair Fee (if any) £ Received by me, 19
Printing expenses (if chargeable) £



J.W.B. Edwards, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute: 29 JUL 1949

As now.



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

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