

## REPORT OF SURVEY FOR REPAIRS, &amp;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 19 49 Port of HULL  
 Date of Survey held at Hull Date First Survey 27/5/49 Last Survey 1/6/1949  
 Book 762 on the Machinery of the Wood, Iron or Steel Sc. "Serbistan" (No. of Visits 2)

Gross 7239 Vessel built at Baltimore Md. By whom Bethlehem Fairfield Shipyard Inc Year. Month. 1944-4  
 Net 5197 Engines made at Baltimore, Ind. By whom Elliot Machine Co When 1944-4  
 Main Boilers 247 Boilers, when made (Main) 1944-4 (Donkey) -  
 Owners Strick Fine & Co. Owners' Address -  
 Managers F. C. Strick & Co (if not already recorded in Appendix to Register Book.)  
 Port London Voyage -  
 X Surveyed Afloat & in Dry Dock King George Dock  
 (State name of Dock.) " " " " " "

Report No. - Port -Particulars of Examination and Repairs (if any) Loosening & Damage.

Medical Surveys, when held, must be reported in detail and verbatim 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. U/S.

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

Donkey ✓

It, state for what reasons Not due What parts of the Boilers could not be thus thoroughly examined?

At 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? ✓

Latest date of internal examination of each boiler 10/5/49 ✓

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? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Has the 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

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 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

(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 9,11, & MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

as now seen, is eligible in my opinion to remain as now

classified in the B.C. Register Book, without fresh record;

subject to repairs to propeller at Owner's convenience.

Fee (per Section 29) Damage £ 3 : 0 : 0 Fees applied for 19

Additional Damage or Repair Fee (if any) £ ✓ Received by me, 19

(per Section 29.)

Printing expenses (if chargeable) £ ✓

Committee's Minute FRL 29 JUL 1949

Signed As now.

B.C.

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

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