

No. 130384

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

(Received at London Office

22 FEB 1950

of writing Report

19

When handed in at Local Office

9 FEB 1950

19

Port of LIVERPOOL

Survey held at Liverpool.

Date.

First Survey

15/9/49

Last Survey

7/2/1950

(No. of Visits)

on the Machinery of the Wood, Iron or Steel

S.S. "BROOMFIELD"

Gross 657

Vessel built at Lytham.

By whom Lytham S.B. & E. Co. Ltd.

Year. Month.

When 1938 4

Net 268

Engines made at -do-

By whom -do-

When 1938

Boilers, when made (Main)

1938

(Donkey)

-

Owners

Zillah Shipping Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Main Boilers

1

Managers W.A. Savage Ltd.

Port Liverpool.

Voyage

Donkey Boilers

-

If Surveyed Afloat & in Dry Dock Trafalgar & Blenheim DO.

(State name of Dock.)

Main Boilers

200

Donkey Boilers

-

Report No.

Port

Particulars of Examination and Repairs (if any) Donkey, T.S. BS & OF conversion.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In 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. No damage reported.

Damage report made by anyone else? If so, by whom?

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

Donkey

None

State for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

Test date of internal examination of each boiler

15-9-49 & re-examined 30-1-50

Present condition of funnel(s) Good.

Surveyor examine the Safety Valves of the Main Boilers?

Yes.

To what pressure were they afterwards adjusted under steam? 200 lbs/sq

Surveyor examine the Safety Valves of the Donkey Boilers?

Yes.

To what pressure were they afterwards adjusted under steam? Yes.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Yes.

and of the Donkey Boilers? Yes.

Surveyor examine the drain plugs of the Main Boilers?

Yes.

and of the Donkey Boilers? Yes.

Surveyor examine all the mountings of the Main Boilers?

Yes.

and of the Donkey Boilers? Yes.

Screw shaft now been drawn and examined?

Yes.

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft 4-2-50

State the wear down in the

Push Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Engine parts, when referred to by numbers, should be counted from forward.

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

Complete.

Low down
Vessel placed in drydock, propeller, screwshaft, stern bush, all mtd and discharge
seacocks and valves, outside fastenings of sea connections examined funnel etc.
placed in a satisfactory condition.

B.S. The boiler was examined internally and externally together with its
mountings manholes doors and fastenings.

conversion The boiler has been converted to oil fuel burning, all fittings,
piping and arrangements have been examined and tested to
rule requirements.

Afterwards the boiler was examined under steam, and the safety valves
were adjusted to the above pressure, O.F. burning and fire extinguishing
arrangements tested and examined.

P.T.O.

al Observations, Opinion, and Recommendation:— This Vessel's Machinery where now seen.

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

CS 3,34
is eligible in my opinion to remain as now classed. with fresh
records of T.S. 2-50 and B.S. 2-50. and now without conclusions as regards
two funnels.

Fee (per Section 29)

T.S.

£ 2 0 0

Fees applied for

or Repair Fee (if any)

B.S.

£ 4 0 0

16 FEB 1950

(per Section 29.)

O.F. burning

£ 5 5 9

Received by me,

ing expenses (if chargeable)

£ 10 10 0

19

nittee's Minute

LIVERPOOL

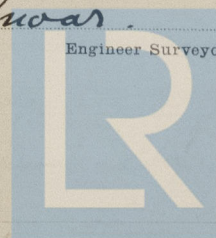
21 FEB 1950

ned

As now.

B.S. 2.50. T.S. 2.50.

Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register
Foundation

011251-011258-0029 1/2

“ BROOM FIELD. ”

Repairs (Wear & Tear)

GS :- 2 new Dighton section corrugated furnaces fitted
(Furnace Nos 22377 & 22378) To Rule Requirements.

after fitting the boiler was subjected to a H.T. of 220 lbs/sq
also 30 back plate C.C. stays renewed.

main & aux feed back valves repaired and boiler shell
other minor repairs effected

SRh. : Both primaries have now been renewed, and recommend
this item to be deleted from the Special Records List.

Noted

Condition regarding the furnace
should be deleted from the S.R. 6

Amesbury

8/3/50