

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

(Received at London Office)

Date of writing Report 28.5.1947 When handed in at Local Office 28.5.1947 Port of Southampton  
 No. in Survey held at Southampton Date. First Survey 13-11-46 Last Survey 23.5.1947  
 Reg. Book. 58202 on the Machinery of the Wood, Iron or Steel SE. Steam Barge HAULER.  
 Tonnage { Gross 143. Vessel built at Zalt, Bommel By whom J. Meyers S.B. Co. When 1926 Month 8.  
 Net 51. Engines made at Newbury By whom Plenty & Sons Ltd. When 1926.  
 Nominal Horse Power 26 R.H.P. Boilers, when made (Main) 1926 (Donkey)  
 No. of Main Boilers one Owners James Contracting & Shipping Co. Ltd. Owners' Address As recorded.  
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure 127 lb. Port London Voyage ✓  
 in Main Boilers ✓ If Surveyed Afloat or in Dry Dock On Slipway at Whites.  
 in Donkey Boilers ✓ (State name of Dock.) Steden and Afloat at James Wharf.

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

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? yes

" " 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 12.5.47.

Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? 127 lbs.

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? yes

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? yes

and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? no

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

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 11-2-47.

State the wear down in the stern bush 3000"

Is electric light and 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

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. Completed.

Now done:— Vessel placed on slipway. The propeller, after end of stern bush and the inside and outside fastenings of sea connections examined and found to be in good condition. All sea cocks and valves opened up, examined, ground and repacked. Tail shaft drawn inboard and examined and found to be in good condition. Oil gland also examined and found to be in good condition. Main Engines (Compound). Engines completely opened up and examined including. Cylinders, covers, valves, valve chests, pistons, piston rods, valve spindles, valve gears, hand reversing gear, Wiper shaft and bearings, Crankshaft, Journals and Crankpins, Top and bottom end brasses, Main bearings, Thrust shaft, collars and shoes. Main Engine Pumps, Air Pump, Circulating Pump, Feed and bilge Pumps. Repairs carried out at this time. Main Engines. H.P. cylinder bored out, and new piston and piston rod fitted. H.P. Valve chest liner renewed and new piston valve fitted. L.P. Slide Valve, new spring fitted to Valve chest cover. Main Engine Pumps. Bilge Pump. Suction & Delivery Valve contd.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel as 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.)

is in good and safe looking condition and is eligible in our opinion to remain as classed with fresh record of L.M.C. 5.47 and the notations T.S.O.G. 2.47.

Survey Fee (per Section 29) L.M.C. 7 0 0. Fees applied for Electrician's equipment 1 0 0. 29/5/1947.  
 Special Damage or Repair Fee (if any) ✓  
 Travelling expenses (if chargeable) ✓  
 Received by me, ✓

G. Macdonald P. H. M. S.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 6 AUG 1947

Assigned

+ Lmc. 5.47

S. 2. 47

Fitted for Oil fuel 5.47 T.P. above 150° F.

CERTIFICATE WRITTEN



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011273-011279-0018 1/2



LME 7 Screw Shaft Surveys held  
Wear & Tear repairs effected

It is estimated that  
cost to ship is £1,000  
LME 7 + LME 5.47  
S 2.47

See Com. to. Roll  
21-7-47. 11/9/47

### HAULER

Chest renewed, bilge pump ram also renewed. M.E. Feed Pump ram renewed. Circulating Pump Chamber lined, bucket and ram renewed. Condenser opened up, examined and a number of tubes renewed. Condenser tested on completion of repairs.

Auxiliary Machinery. General Service pump and Dorking feed pump completely opened up and examined. Repairs of minor nature effected at this time.

Steering engine completely opened up and examined. Minor repairs effected and engine estimated under working conditions on completion of repairs.

Electric engine opened up and examined and found to be in good condition. Dynamo and electrical equipment examined and Muggers tested as per rule.

Boiler opened up and examined internally and externally. Manholes, manhole doors and their fastenings examined.

All mountings opened up and examined. Repairs of minor nature effected at this time. The boiler was afterwards examined under steam, and the safety valves adjusted to blow-off at 127 lb pressure per square inch.

On completion of repairs the Main and Auxiliary machinery was tried under working conditions and found to be satisfactory.

G. M. MacDonald.