

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

No. 117120

Date of writing Report 2-9-1948 (Received at London Office 22 SEP 1948) When handed in at Local Office 8 SEP 1948 Port of LONDON

No. in Reg. Book 67217 Survey held at LONDON Date First Survey 20-8-48 Last Survey 25-8-1948 (No. of Visits FOUR)

Tonnage Gross 7225 Net 5183 Vessel built at BALTIMORE, MD By whom BETHLEHEM FAIRFIELD SHIPYARD INC. Year 1943
Engines made at HAMILTON, O. By whom GENERAL MACHINERY CORP. When 1943
Boilers, when made (Main) 1943 (Donkey)
Owners BANK LINE LTD Owners' Address
Managers ANDREW WEIR SHIPPING & TRADING CO., LTD. Port Glasgow Voyage
If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock) SURREY COMMERCIAL DOCKS

Last Report No. Port Particulars of Examination and Repairs (if any) R. LMC-MS and R. BS.

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

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

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 PORT 20-8-48

Did the Surveyor examine the Safety Valves of the Main Boilers? PORT YES To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine the drain plugs of the Main Boilers? YES, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boiler? PORT YES, and of the Donkey Boilers?

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 shaft now been changed? YES If so, state reasons. Has the shaft now fitted been previously used? YES Has it a continuous liner? YES

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 stern bush.

Is electric light fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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.

LCMC the following remain to be examined:- crank, thrust and intermediate shafts, pumping arrangements, all pumps except the two main feed pumps and the two Bilge/Ballast pumps. To complete the survey for BS, PORT boiler to be examined under steam and the safety valves adjusted. Oil fuel burning installation to be examined under working conditions deck controls to tank valves and steam smothering apparatus tested. Stated that these would be advanced on vessel's arrival at Bristol Channel (port not stated).

NOW DONE FOR R. LMC:- Examined LP cylinder, piston and rod; valve, rod and chamber; MP cylinder piston and rod; valve, rod and chamber; HP valve, rod and chamber; main engine air pump entire; Inboard Feed, Inboard Bilge/Ballast pumps, Windlass engine opened up examined complete; Main and Auxiliary Condensers (tested) and all found or placed in good order. Electrical installation examined under working conditions after minor repairs, megger tested & found satisfactory.

NOW DONE FOR BS:- PORT Boiler examined internally and externally together with mountings, doors, Superheaters and fastenings and found or placed in good order. S.B.L. Submitted that condition regarding electrical sub-circuits be now deleted.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now examined is in good order and eligible in our opinion to remain as classed with record of LMC-MS 5,47 when the survey has been completed and BS 4,48 when the survey has been completed.

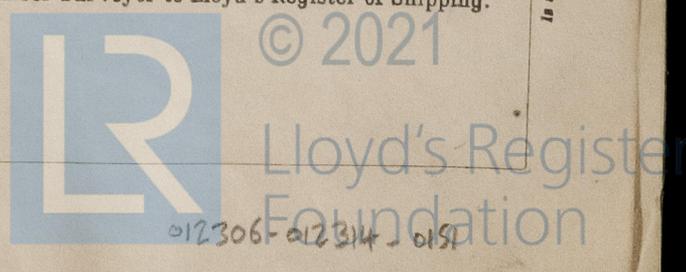
CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1 4.48 (Classification Contemplated) Examined 5.47 4.48		BS 5,47 TS-CL 5,47 W.T.B.

Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) (per Section 29.) £
Travelling expenses (if chargeable) £

Fees applied for 19
Received by me, 19

W. Robinson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
THURS 21 OCT 1948
See Bns 17043



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

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