

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

(Received at London Office

26 JUN 1953

Date of writing Report 23/6/53

When handed in at Local Office 25 JUN 1953

Port of HULL

No in Reg. Book Survey held at HULL

Date First Survey 22. 6. 53 Last Survey 23. 6. 19 53

(No. of Visits 2)

on the Machinery of the ~~Wood Iron or Steel~~ s.s. "BELGRAVE"

Year. Month. 1938 1

03165 Gross 1076

Vessel built at Burntisland

By whom Burntisland S.B. Co., Ltd.

When 1938 1

Tonnage Net 605

Engines made at Newcastle

By whom N.E. Marine Eng. Co. Ltd.

When -do-

MN 115

Boilers, when made (Main) 1938

(Donkey)

No. of Main Boilers 1SB

Owners O. Dorey & Sons, Ltd.

Owners' Address

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

Port Guernsey

Voyage

No. of Donkey Boilers

If Surveyed Afloat or in Dry Dock Albert Dock, Afloat

Steam Pressure in Main Boilers 220 lb.

(State name of Dock.)

in Donkey Boilers 110218

Last Report No. 35829

Port ~~St. h.w.c.~~

Particulars of Examination and Repairs (if any) BOILER SURVEY.

(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? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a through 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 22/6/53

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

To what pressure were they afterwards adjusted under steam? 220 lb.

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? -

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 stern bush. -

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. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE:- The scotch boiler examined internally and externally together with mountings,

safety valves, manhole doors and fastenings all found or placed in good order.

The boiler subsequently examined under steam and the safety valves adjusted to the

above stated pressure.

Sundry minor repairs effected.

General Observations, Opinion, and Recommendation:-

(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.)

This vessel is eligible in my opinion to remain as now classed with fresh record of

B.S. 6,53.

Survey Fee (per Section 23) B.S. £ 5 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 23.) £ :

Travelling expenses (if chargeable) £ :

Committee Minute

Assigned

TUESDAY - 7 JUL 1953

BS 6,53

25 JUN 1953

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

013260-013267-0119

TKT

Has a Survey also been held on Ship?
If so, is the report sent now?

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

BS due 6.53 now held

*It is submitted that this
vessel is eligible for THE
RECORD BS 6.53*

MM *JM*

2 JUL 1953



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