

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

No 58542

(Received at London Office 19 NOV 1953)

Date of writing Report 6th November 1953 When handed in at Local Office 6th November 1953 Port of CARDIFF
 No in Reg. Book. Survey held at NEWPORT, Mon. Date. First Survey 27th Oct. Last Survey 6th Nov. 1953
25646 on the Machinery of the ~~Wood Iron~~ Steel M.V. "ST. MERRIEL" (No. of Visits 5)

Tonnage { Gross 706 Vessel built at BURNTISLAND By whom BURNTISLAND S.B.C. LTD Year. Month. 1942 8
 Net 516.9 Engines made at SUNDERLAND By whom WM DOXFORD & SONS LTD When 1942
 Nominal Horse Power 1116.500 Boilers, when made (Main) (Donkey) 1942
 Owners SOUTH AMERICAN SAINT LINE LTD Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers - Managers - Port NEWPORT, Mon. Voyage -
 No. of Donkey Boilers 2 # Surveyed Afloat 8 in Dry Dock C.H. BAILEY LTD & ALEXANDRA DOCKS
 Steam Pressure in Main Boilers - (State name of Dock.)
 in Donkey Boilers 120/lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assumed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100A1 WITH FREEDWARD</u>	<u>10.52.</u>	<u>LMC(CS) 12.51</u>
<u>SS NTR</u>	<u>12.51</u>	<u>DBS 10.52</u>
		<u>TS(CL) 10.51</u>

CARRYING VEGETABLE OIL IN MIDSHIP OSGEP TANKS
OIL ENGS.

Last Report No. - Port -
 Particulars of Examination and Repairs (if any) DOCKING D.B.S & PART CS
 (Periodical Surveys, when held, must be reported in detail and seriatim 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 being detailed in the body of the report, should be separated from Repairs due to other causes; and besides 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 through examination at this time?

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.

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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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. State the wear down in the stern bush.

Is electric light and 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.

DOCKING & PART C.S.: Nessel placed in dry dock propeller, after end of bush and all underwater fastenings examined. Screw shaft wear down as stated.

Following items examined: All sea inlet valves. No 1 Engine Centre Guide & Shoe renewed. No 1 Engine Centre Guide shoe metal found slack, now reinstalled.

COMPLETION OF D.B.S.: (In commencement of survey please see Liverpool Rpt. 9/53). The Starboard donkey boiler was examined, internally & externally, together with all its mountings, manhole doors & fastenings, all found in good order.

Minor Repairs effected. On completion the Safety Valves of both donkey boilers were adjusted to pressure stated above, and found in good working order.

Oil Fuel Installation & Steam Smothering system examined under working conditions and found satisfactory.

Interim Certificate issued, a copy of which is attached to this report.

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 LCS 3.34)

The machinery of this vessel is eligible in my opinion to remain as classed in the Register Book and to have fresh record of "D.B.S. 9.53" as previously recommended and LMC(CS) with date when the survey is completed.

Survey Fee (per Section 23) Comp. D.B.S. 15-0-0 Fees applied for 18 Nov 1953
 Special Damage or Repair Fee (if any) -
 Travelling expenses (if chargeable) 1-9-3
 Committee's Minute DBS 9.53
 Assigned DBS 9.53

Received by me, Andrew J. Cant.
 Signature of Surveyor to Lloyd's Register of Shipping.



DBS due 10.53 pt. held 9.53 complete
C.S. advanced.

It is submitted that this
vessel is eligible for THE
RECORD DBS 9.53

[Handwritten signature]

30 NOV 1953



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