

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 1953When 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. 195325646 on the Machinery of the ~~Wood, Iron~~ Steel M.V. "ST. MERRIEL"

(No. of Visits 5)

Tonnage { Gross 7106
Net 5169
Nominal Horse Power 1116.500

Vessel built at BURNTISLAND

By whom BURNTISLAND S.B.C. LTD

Year. Month.

Engines made at SUNDERLAND

By whom WM DOXFORD & SONS LTD

When 1942 8

Boilers, when made (Main)

(Donkey)

1942

Owners SOUTH AMERICAN SAINT LINE, Ltd

Owners' Address

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

Port NEWPORT, Mon., Voyage

No. of Main Boilers

No. of Donkey Boilers 2

Steam Pressure in Main Boilers

in Donkey Boilers 120/lbs

Managers

Surveyed Afloat & in Dry Dock C.H. BAILEY LTD &

(State name of Dock.)

ALEXANDRA DOCKS

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)

100A1 WITH FREEDOM

LMC(CS) 12.51

10.52.

DBS. 10.52

SS Note 12.51

TS(CL) 10.51

Particulars of Examination and Repairs (if any) DOCKING D.B.S. & PART C.S. *
(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 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?

STARB. Donkey

If not, state for what reasons. PORT RECENTLY SURVEYED. 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. STARB. Donkey 29.10.53

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 & Shc.

REPAIRS (Wt.S.) Now EFFECTED:-

renewed. No 1 Engine Centre Guide shoe metal found slack, now reinstalled.

COMPLETION OF D.B.S.:-

(In commencement of survey please send report 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

CS 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

Special Damage or Repair Fee (if any)

(per Section 23.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for 18 Nov 1953

Received by me,

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Andrew J. Cant.

Engine Surveyor to Lloyd's Register of Shipping.

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013750-013759-0228

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

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*

[Signature]

30 NOV 1953



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