

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

Date of writing Report. 27/6/53

(Received at London Office)

2 - JUL 1953

When handed in at Local Office.

Port of HULL

No in Reg. Book. Survey held at HULL

Date. First Survey 3. 6. 53 Last Survey 29. 6. 53

28741.
78119 on the Machinery of the ~~Wood, Iron or~~ Steel M. Barge "SWALLOW C"

(No. of Visits 2)

Tonnage Gross 74 Vessel built at Wivenhoe By whom J. W. Cook & Co. (Wivenhoe) Ltd. Year. Month.
 Net 46 66 Engines made at Stamford By whom Blackstone & Co. When - -
 MN 16 Boilers, when made (Main) - (Donkey) -
 Owners J.W. Cook & Co., Ltd. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Managers - Port Hull Voyage -
 No. of Main Boilers - If Surveyed Afloat or in Dry Dock River Hull.
 Steam Pressure - (State name of Dock.)
 in Main Boilers -
 in Donkey Boilers -

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 assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 Barge For canal and Estuary service (Class contem- plated)		
OIL ENGINES.		
Carrying petroleum in bulk.		

Last Report No.

Port

Particulars of Examination and Repairs (if any) MACHINERY

(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 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 through examination at this time?

" " 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

Present condition of funnel(s)

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/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.

The auxiliary driven compressor has now been replaced by Hamworthy Compressor No. 89150 which has been built under survey. Compressor marked Lloyds Test 12/5/53 A.G.P. Sou.

The compressor examined under working conditions and found satisfactory.

NOTE:- The 110 volt generator has not yet been fitted and the electric cooker cannot therefore be used in the meantime. The vessel is now trading without this generator.

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.)

CS 3,34 The machinery of this barge so far as now seen is in my opinion suitable for the purpose intended and eligible to have the AIRE AND CALDER Certificate, in conjunction with the Ipswich report on the barge.

Survey Fee (per Section 23) £ : : Fees applied for, 19
 Special Damage or Repair Fee (if any) £ : :
 (per Section 23.) Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute

FRIDAY 17 JUL 1953

Assigned See minute on Ips. 127211

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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