

## PORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office

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Date of writing Report... 16th October, 1950 When handed in at Local Office... 16th October, 1950

Port of BRISTOL

Survey held at Bristol

Date. First Survey 18th Sep. Last Survey 14th Oct. 1950

(No. of Visits.....)

405 on the Machinery of the ~~Woollybriar~~ Steel s.s. "SANDHOLM"

Gross 363 Vessel built at Newcastle By whom J & D Morris, Ltd., When 1920 9  
 Net 133 Engines made at S. Shields By whom G. T. Grey & Co. Ltd. When 1920 9  
 Nominal 64 MN Boilers, when made (Main) 1920 (Donkey) -  
 of Main Boilers 1 SB Owners Holms Sand & Gravel Co. Ltd., Owners' Address -  
 of Donkey Boilers - Managers T.R. Brown & Sons, Ltd., Port Bristol Voyage  
 Main Pressure - If Surveyed Afloat or in Dry Dock Both  
 Main Boilers 130 lb (State name of Dock.) Albion Dock and Dry Dock  
 Donkey Boilers -

Report No. Port Docking,  
 Particulars of Examination and Repairs (if any) Completion LMC and Elect.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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.

A damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " "

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler.

Has the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No 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 20th Sep.

State the wear down in the

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

Has 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.

Complete.

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

Done. Vessel placed in dry dock. Propeller, screwshaft, sternbush and outside fastenings examined. All sea connections opened out and examined.

Machinery. The following parts examined and placed in satisfactory condition.

Main engine thrustshaft, bearing and pads; pumping arrangements and dynamo engine.

The main steam pipe annealed, tested to rule requirements and examined internally and externally and found satisfactory.

Electrical. Dynamo, switchgear cables and fuses overhauled, examined and megger tested.

All main and auxiliary machinery and pumping arrangements subsequently tested under working conditions and found satisfactory.

and Tear). Screwshaft liner skimmed and new stern bush fitted with new gland and neck

Stringers ing.

Inner Bottom

Have the

Have the

Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen, is

(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 9,34,

in good condition and eligible in my opinion to remain as now classed and to have record of

CS 8,50 as previously recommended.

Fee (per Section 29) T.S. £ 1 : 0 : 0 Fees applied for

Elect. £ 2 : 0 : 0

Damage or Repair Fee (if any) £ :

(per Section 29.)

Other expenses (if chargeable) £ :

Committee's Minute

med + LMC 8.50

5 9.50

TUES. 14 NOV 1950

CERTIFICATE WRITTEN.

014480 - 014491 - 0060

Engineer Surveyor to Lloyd's Register of Shipping.



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