

9- DEC 1953

No. 138692

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

(Received at London Office)

Date of writing Report... 10... When handed in at Local Office... 27 NOV 1953... 19... Port of... LIVERPOOL

No in Reg. Book, Survey held at... LIVERPOOL... Date... 9/11/53... First Survey... 12/11/53... Last Survey... 12/11/53... 19... (No. of Visits... 2...)

14557 on the Machinery of the ~~Wood, Iron or Steel~~ SS "JANE LAMNE"

Tonnage { Gross 2725 Vessel built at Belfast By whom Workman, Clark & Co. Ltd. Year 1921 Month 7  
Net 1557 Engines made at do. By whom do. When 1921  
MN As Per Rule - Boilers, when made (Main) 1921 (Donkey) - When 1921  
No. of Main Boilers 2S Owners D/S "Acitv" A/S Owners' Address (if not already recorded in Appendix to Register Book.)  
HS " " 4800 Managers L.R. Schmith & Co. Port Copenhagen Voyage  
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Langton Dry Dock. (State name of Dock.)  
Steam Pressure— in Main Boilers 200 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers -

Last Report No.

Port

Particulars of Examination and Repairs (if any) Docking and G.E.

(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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " "

If not, state for what reasons No opportunity afforded

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

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? As below

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? No

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 3/16"

Is electric light and/or power 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. 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 Complete for Docking and General Examination.

Now Done for Docking: - Vessel placed in dry dock. Propeller, after end of stern bush and outside fastenings of sea connections examined and found satisfactory.

Now Done for G.E. : - In accordance with Secretary's letter of 4/11/53, attended on board to carry out a G.E. of machinery.

Main and Auxiliary machinery examined under working conditions and found satisfactory. Steering gear satisfactory.

Generators, motors, control gear and cables generally examined, insulation tests satisfactory.

Bilge and Ballast pumping installations examined under working conditions and found satisfactory.

Boilers specially examined under steam and found satisfactory.

The ships engineers stated that the machinery was satisfactory at sea.

## 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, etc.)

The machinery of this vessel as now seen is in good condition and eligible in my opinion to remain as classed without fresh record, and that the remainder of the machinery survey be postponed up to the end of May 1954.

Survey Fee (per Section 23) G.E. £ 8 : 0 : 0

Fees applied for,

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

Received by me,

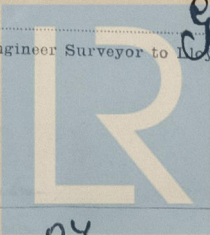
Travelling expenses (if chargeable) £ : :

Committee's Minute LIVERPOOL

Assigned

Deferred for MBS by 5.54

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

015054-015062-0087

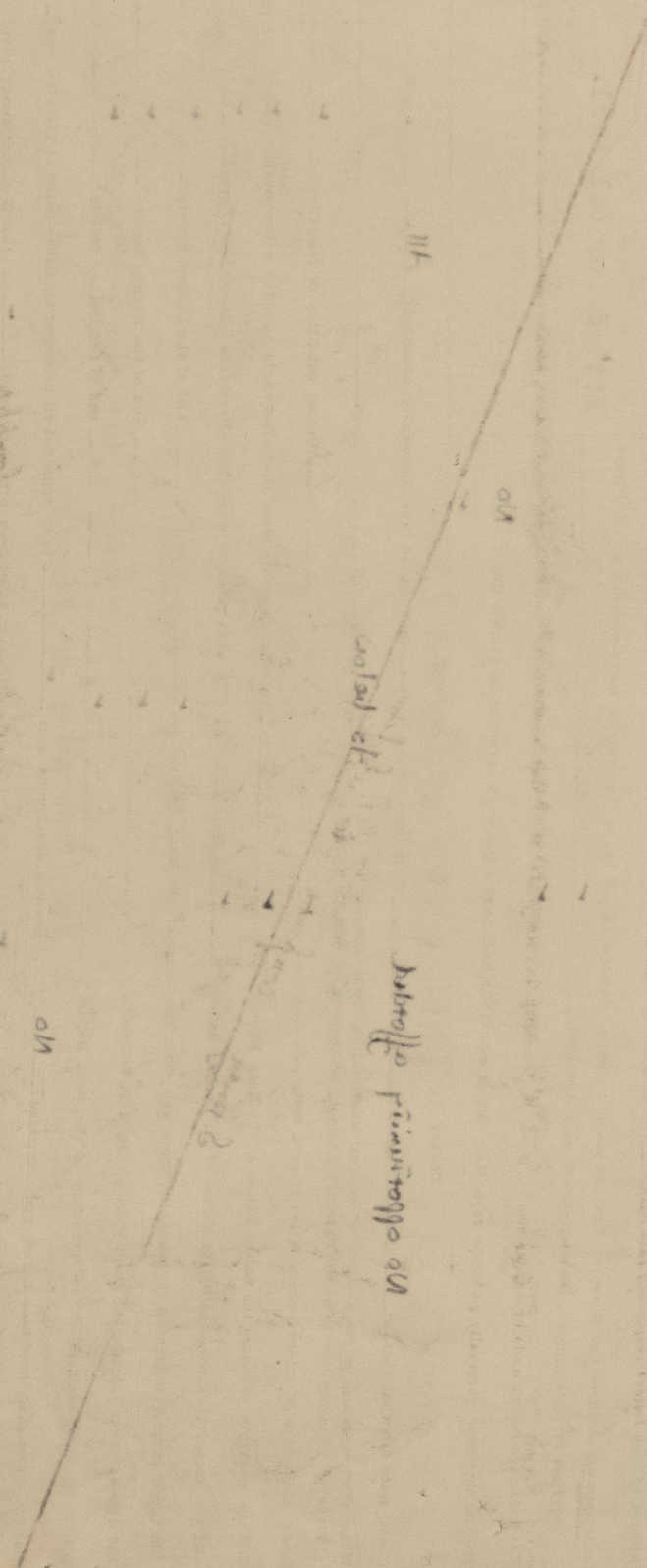


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