

9- DEC 1953

No. 138692

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

(Received at London Office)

Date of writing Report... 27 NOV 1953
 When handed in at Local Office... 27 NOV 1953
 Port of... LIVERPOOL
 No in Reg. Book, Survey held at... LIVERPOOL
 Date, First Survey... 9/11/53
 Last Survey... 12/11/53
 14557 on the Machinery of the ~~Wood, Iron or Steel~~ SS "JANE LARNE" (No. of Visits 2)

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
 in Donkey Boilers -

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

HULL	MACHINERY
BS* 12,52	MBS* 5,49
ssN.Yk. -5,49	Blr.S 8,52
A.S. 12,52	msp 8,52
	TS CL 8,52

Last Report No. Port
 Particulars of Examination and Repairs (if any) Docking and G.F.
 (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 letter^s 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

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.
 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.F. :- In accordance with Secretary's letter of 9/11/53, attended on board to carry out a G.F. 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.

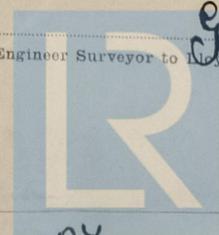
General Observations, Opinion, and Recommendation:— (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, 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 may be postponed up to the end of May 1954.

Survey Fee (per Section 23) G.F. £ 8 : 0 : 0
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Committee's Minute LIVERPOOL
 Assigned Defered for MBS* by 5.54

Fees applied for, -1 DEC 1953
 Received by me, [Signature]
 19 8 DEC 1953 and B/S

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

015054-015062-0087

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

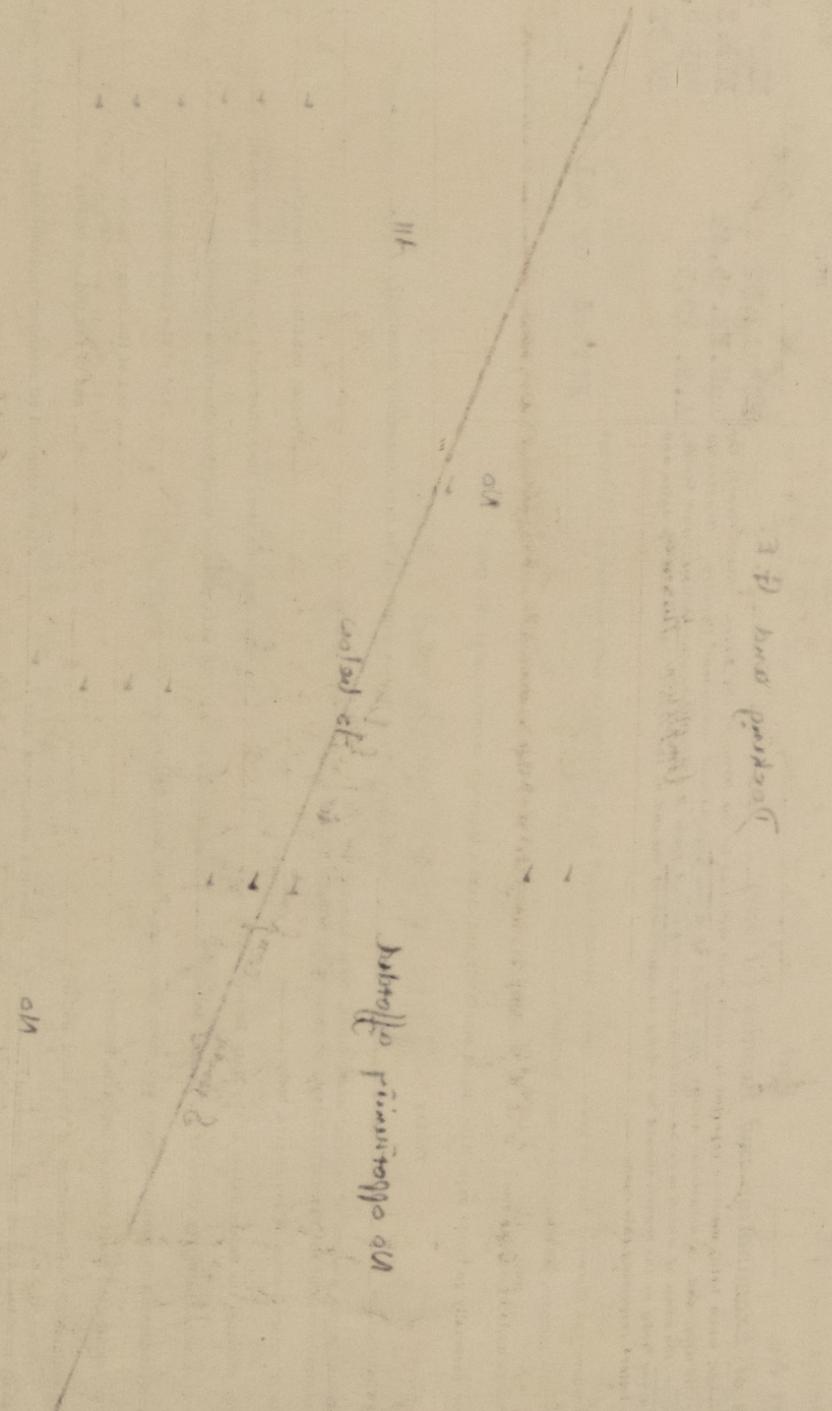
If a certificate required If so, to be sent to

1871/2/153
 1871
 1871

The first and noblest part of the work is to be done in the first place by the hands of the noblest spirits.

The second part of the work is to be done in the second place by the hands of the noblest spirits.

The third part of the work is to be done in the third place by the hands of the noblest spirits.



The fourth part of the work is to be done in the fourth place by the hands of the noblest spirits.