

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

(Received at London Office

1 - JAN 1954

Date of writing Report 30-12-1953 When handed in at Local Office 30-12-1953 Port of Manchester

No in Book. Survey held at Manchester Date. First Survey 18-12-53 Last Survey 23-12-1953

994 on the Machinery of the Wood, Iron or Steel "BASSETHOUND" (No. of Visits 3)

Damage { Gross 1174 Vessel built at Glasgow By whom Blythwood S.B. Co. Ltd When 1934-4
 Net 574 Engines made at Glasgow By whom D. Rowan & Co. Ltd When 1934
158 Boilers, when made (Main) 1934 (Donkey) -
 Owners Hadley Shipping Co Ltd Owners' Address -
 of Main Boilers 158 (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers - Managers - Port London Voyage -

Steam Pressure 200 lb If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted
 in Main Boilers 200 lb (State name of Dock.) Manchester Dry Docks Jetty. precisely as in Register Book & Supplements).

Port Manchester
 Particulars of Examination and Repairs (if any) B/S, and G.E.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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.

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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? -
 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. 18-12-53 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs
 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? Yes 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? Yes 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? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes
 Was 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

Now Done: Examined the boiler internally and externally, together with manholes, doors, mountings and fastenings and found in good condition. Safety valves adjusted under steam as stated above. Oil Burning installation examined and steam smothering lines satisfactorily tested.

Ascertained from Chief Engineer and log book that the machinery and bilge pumping during preceding voyages were satisfactory. Electrical installation examined generally, together with megger readings and found satisfactory. Machinery examined under working conditions and found in order (in accordance with Circular No. 1959). S.R.L. Vessel not in dock at this time, for renewal of T.S. liner.

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 vessel is in good condition and, in my opinion, to remain as classed, subject to T.S. liner being renewed at next S.S. and to fresh record of B/S 12.53 now; also that the Owners' Request (as per letter to Secy 11-11-53) that the S.S. be deferred until March 1954 merits the favourable consideration of the Committee.

Survey Fee (per Section 23) B/S £ 50.00 Fees applied for, 23/12/1953 3.24
 Special Damage or Repair Fee (if any) G.E. £ 50.00 Received by me, -
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute TUESDAY 19 JAN 1954

Assigned Deferred for MBS
B/S 12.53

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)
BS* 7.52		MBS* 11.49
S.S. Mech. 11.49		B/S 7.52
AS 7.52		msp 11.49
		T.S. ch 8.51

Bulk Oil Carrier fitted for oil fuel Longitudinal Framing.



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