

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

(Received at London Office)

6 MAY 1950

Date of writing Report 25th April, 1950 When handed in at Local Office 19Port of PLYMOUTHNo. in Survey held at DEVONPORT.Date. First Survey 16. 12. 49. Last Survey 14th April, 1950.

Reg. Book.

(No. of Visits Five.)15935 on the Machinery of the Wood, Iron or Steel

" L. C. 9 "

Tonnage { Gross 939
Net 844Vessel built at Port GlasgowBy whom J. Lamont & Co. Ltd.When 1940 12Nominal
Horse Power }

Engines made at

By whom

When

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners The Admiralty

Owners' Address

(If not already recorded in Appendix to Register Book.)

Steam Pressure

Managers

Port Glasgow

Voyage

in Main Boilers

If Surveyed Afloat or in Dry Dock Both. H.M. Dockyard

(State name of Dock.)

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)
+ 7,48		
S.S. Mil. - 4,46		

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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? None

" " Donkey " " " Yes.

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 9. 4. 50.

Present condition of funnel(s) Good

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? Yes

To what pressure were they afterwards adjusted under steam? See below

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

and of the Donkey Boilers? Yes

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? Yes

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

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.

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

Now Examined:- Donkey boilers internally and externally with the safety valves and mountings. The condenser air and circulating, feed and bilge pumps and the pumping arrangements. Arrangements were made for the Dockyard to inform me when the safety valves were ready for adjusting, this through an oversight they omitted to do. The safety valves have been adjusted by the dockyard officials in the presence of an Engineer officer and it is concluded that in the circumstances the Committee will be willing to accept this adjustment, the vessel now being in commission and not readily available.

Electrical installation examined and overhauled and some defective wiring renewed.

REPAIRS: All plain tubes in both donkey boilers renewed.

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 or LMC 9,11 or LMC 140 lb., FD, &c.) CS 2,34.

The machinery of this vessel, is in an efficient condition and eligible in my opinion, to be classed with record of B.S. 4,50.

Survey Fee (per Section 29) B.S. £ 5 : 0 : 0 Fees applied for
Electrical 2 : 0 : 0 6. 5. 19 50.
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ 1 : 0 : 0 Received by me, 19

Committee's Minute

Assigned

FRI. 9 JUN 1950

BS 4 50

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

015224-015232-0302