

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

"LLOYD'S REGISTER"

(Received at London Office

26 SEP 1951

Date of writing Report **3rd Sept. 19 51** When handed in at Local Office **3rd Sept. 19 51** Port of **BRISTOL**

No. of Book **115** Survey held at **Sharpness** Date. **25th Jan. 49** First Survey **29th Aug. 19 51** Last Survey (No. of Visits **12**)

on the Machinery of the **Tw. Sc. M.V. "CHRISTINA DAWN" ex LCG(M) 120**

Gross **212.55** Vessel built at **London** By whom **Gen. Steam Navigation Co.** When **1945**

Engines made at **Colchester** By whom **Davey Paxman & Co. Ltd.** When **1944**

Boilers, when made (Main) **(Donkey)** Owners **P. Langford (Shipping) Ltd.** Owners' Address **Sharpness**

Managers **Victor W. Rowles & Co.** Port **Gloucester** Voyage **Coasting**

If Surveyed Afloat or in Dry Dock **Both** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. **115** Port **Sharpness**

Particulars of Examination and Repairs (if any) **LMC end Classification**

Special Surveys, when held, must be reported in detail and seriatim 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 the nature and extent of such repairs, should be briefly summarised at the end of the report. State also the dates and names of any letters respecting this case.

Where 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.

Has a special damage report been 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

State for what reasons? 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?

State the latest date of internal examination of each boiler. Present condition of funnel(s) **efficient**

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? **Yes** Has it a continuous liner? **No** Is an approved oil retaining appliance fitted at the after end? **No**

Has the shaft now fitted been previously used? **No** Has it a continuous liner? **No**

Is an approved oil retaining appliance fitted at the after end? **No** State date of examination of Screw Shaft **30-8-1950** State the wear down in the 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. Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Complete.**

**Done** : Vessel placed in dry dock. Propellers, propeller shafts, stern bushes and glands, sea cocks, valves and outside fastenings examined.

Main engines opened out and cylinders, covers, pistons, connecting rods, valves and valve gear, crankshaft bearings, pins and journals examined. Thrust and intermediate shafting, reverse gears examined.

Both Davey Paxman auxiliary diesel sets and Lister auxiliary diesel set opened out and cylinders, covers, pistons, connecting rods, valves and valve gear, crankshaft bearings, pins and journals examined.

Service tanks, fittings and connections examined, and amended according to plans.

Generators, motors, switchgear, cables and fuses of electrical installation examined. Insulation resistance megger tested and proved satisfactory. Steering engine and control gear examined.

Overhauling of main engines tried out and all auxiliary machinery and pumping arrangements tried out on working conditions and proved satisfactory.

The Main and Auxiliary Machinery and installation of this vessel were originally built under Admiralty P.T.O.

General Observations, Opinion, and Recommendation:—

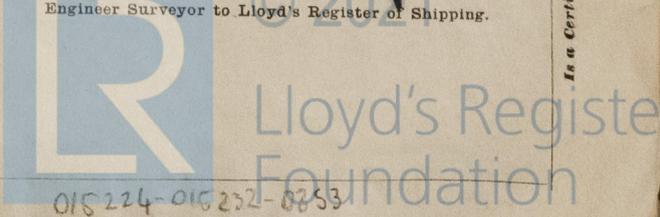
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

Machinery of this vessel is in good condition and eligible in our opinion to be classed in the Register Book with notation of LMC 8,51 and TS (p & s) 8,50.

Fee (per Section 29) £ **2e letter** Fees applied for 19. Received by me, 19. **W. G. Pilditch for J. A. Bosten and self.** Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUES. 6 NOV 1951**

Signed **See minute on F.E. reply opt**



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

