

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

"HWAQ AMITZIRH"

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

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' 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).**

Donkey Boilers **Sharpness**

Report No. **Port**

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

Special 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 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and 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

damage report made by anyone else? If so, by whom?

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

Donkey

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?

latest date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

screw shafts now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No

shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft **30-8-1950.** State the wear down in the

bush Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

lined. Both Davey Paxman auxiliary diesel sets and Lister auxiliary diesel set opened out and

examined. covers, pistons, connecting rods, valves and valve gear, crankshaft bearings, pins and

glands 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

under 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.)

CS 3,34

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) £ **See letter**

Additional Damage or Repair Fee (if any) £ : : Fees applied for

(per Section 29.) £ : : Received by me,

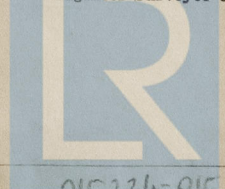
Printing expenses (if chargeable) £ : : 19.

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

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

W. C. Pilditch for J. A. Borten and self.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

015 224-016 232-0253

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

Is a Certificate required? If so, to be sent to Dumb.

"CHRISTINA DAWN"

BRISTOL

51

3rd Sept.

51

3rd Sept.

specification and supervision and subsequently not used apart from trials and voyage to port of conversion.

Tw. Sc. M.V. "CHRISTINA DAWN" ex LCG(M)120

XXXXXXX

The vessel has now been converted to coaster type, and the machinery installation has been modified to suit the service for which the vessel is intended, the alterations being carried out in accordance with the approved plans and amendments, examined and found satisfactory during the period January to August 1951 whilst the vessel lay at Sharpness & Co. Ltd. W. Rowles & Co. Ltd.

No winches or cargo handling gear have been fitted.

First Entry Reports of Main and Auxiliary Engines are now forwarded.

LMC and Classification

efficient

No

No

Yes

No

Yes

Yes

X

Yes

Complete.

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distance megger tested and proved satisfactory. Steering engine and control gear examined.

working of main engines tried out and all auxiliary machinery and pumping arrangements tried out

working conditions and proved satisfactory.

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

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