

B.C. vessel.

No. 129629

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

(Received at London Office 19 OCT 1949)

Writing Report.....19..... When handed in at Local Office.....19..... Port of LIVERPOOL

Survey held at Liverpool. Date. First Survey 27/9/49 Last Survey 23/9/1949
(No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. DESTRIAN.

Gross 3527 Vessel built at Port Glasgow. By whom Dunlop, Bremner & Co. Ltd., When 1920 Month 6
 Net 2110 Engines made at -do- By whom -do- When 1920
 Boilers, when made (Main) 1920 (Donkey) -
 Owners Ellerman Lines Ltd. Owners' Address.....
 Managers Ellerman & Papayanni Lines Ltd., Port Liverpool. Voyage.....
 If Surveyed Afloat or in Dry Dock LANGTON. D.D.
 (State name of Dock.)

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)
<u>BS* 1,49.</u>		<u>MBS* 4,46.</u>
<u>ss Bkn.-4,46.</u>		<u>Blr.S 7,46.3.4</u>
<u>Ann.Survey 3,49.</u>		<u>msp. 5,46.</u>
		<u>TS CL 5,46.</u>

Port No. Port Dock No. T.S.

Reasons of Examination and Repairs (if any) Dock No. T.S.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, all, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.....

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 No damage reported.

Age report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " NONE

Reasons for what reasons BS not due. 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? ✓

Date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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? ✓

How shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? ✓

How often 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 28-9-49. State the wear down in the blue fd. Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engine parts, when referred to by numbers, should be counted from forward. Complete.

Work done None done

Dock No. T.S. - Vessel placed in drydock, propeller, screw shaft, stern bush, sea-cocks and valves, and outside fastenings of sea connections examined, found or placed in a satisfactory condition.

Repairs (Wear & Tear): Stern bush rewooded at this time.

The Owner's Representative Mr. Bland states that both boilers were surveyed (complete) in London, during March & April 1949.

Observations, Opinion, and Recommendation: This Vessel's Machinery when now 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.)

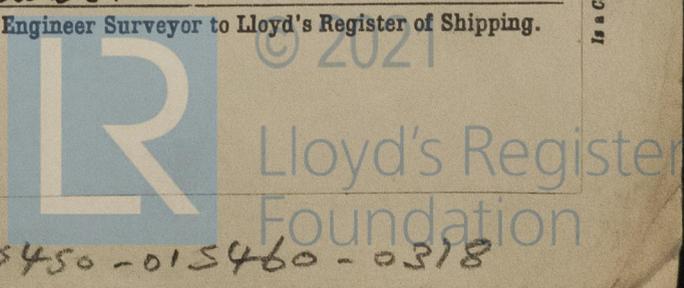
is eligible in my opinion to remain as now classed with fresh record of T.S. 9-49 now.

TS £3 : 0 : 0 Fees applied for 113 OCT 1949

Age or Repair Fee (if any) £ : : Received by me, Inoar
Expenses (if chargeable) £ : :
19
Engineer Surveyor to Lloyd's Register of Shipping.

TS Minute LIVERPOOL 18 OCT 1949
As now T.S. 9:49 W.H.H.

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to



015450-015460-0318

Noted.

10.11.49

11.11.49

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