

B.C. vessel.

No. 129629

PORT 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 28/9/1949 (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 6
 Net 2110 Engines made at -do- By whom -do- When 1920
 1 }
 ver }
 in Boilers 2SB Boilers, when made (Main) 1920 (Donkey) -
 Key Boilers - Owners Ellerman Lines Ltd., Owners' Address
 ssure - Managers Ellerman & Papayanni Lines Ltd., (if not already recorded in Appendix to Register Book.)
 Boilers 210 Port Liverpool. Voyage
 Key Boilers - If Surveyed Afloat or in Dry Dock LANGTON. D.D.
 (State name of Dock.)

Port No. Port

ars of Examination and Repairs (if any) Docking & 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 for this purpose, and why they were declined No damage reported.

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

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

" Donkey " " NONE

e for what reasons B.S. not due. What parts of the Boilers could not be thus thoroughly examined?

al means, in the absence of internal examination, were adopted by the
 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)

veyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

veyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

veyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

veyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

w shaft now been drawn and examined? Yes

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes

ow been changed? No

If so, state reasons

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

ved oil retaining appliance fitted at the after end? Yes

State date of examination of Screw Shaft 28-9-49

State the wear down in the

Blow fit

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

ulation 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.

y is not complete, state what arrangements have been made for its completion and what remains to be done

Complete.

No done

Docking & T.S. - Vessel placed in drydock, propeller, screw shaft, stern bush, sea-cocks and valves, and outside fastenings of sea connections examined, found as 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 Larloch, 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
 the fresh record of T.S. 9-49 now.

(per Section 29) T.S. 23 : 0 : 0 Fees applied for

age or Repair Fee (if any) £ : :

(per Section 29.)

penses (if chargeable) £ : :

s Minute

Received by me,

113 OCT 1949

Received by me,

19

118 OCT 1949

Engineer Surveyor to Lloyd's Register of Shipping.

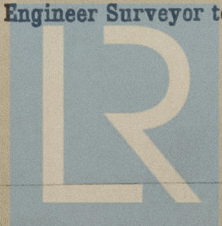
As now

T.S. 9-49

015450-015460-0318

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

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



Lloyd's Register Foundation

Noted.

10.11.49

11.11.49

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