

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

JUL 12 1939

Date of writing Report 7.7.39 When handed in at Local Office P.F. 39 19 39 Port of F. 39
 No. in Reg. Book. 61112 Survey held at F. 39 Date, First Survey 1.6.39 Last Survey 28/6/1939
 on the Machinery of the Wood, Iron or Steel "MASON" (No. of Visits 3)
 Tonnage } Gross 289 Vessel built at Sally By whom Cochrane & Sons Ltd When 1915 2
 Net 126 Engines made at Warr By whom C. D. Holmes & Co Ltd When 1915
 Horse Power 78 Boilers, when made (Main) 1915 (Donkey) -
 No. of Main Boilers 1573 Owners Warrington Transport, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers T. Cooper Port F. 39 Voyage trading
 Steam Pressure 100 lb If Surveyed Afloat or in Dry Dock Slipway - Halifax
 in Main Boilers - (State name of Dock.)
 in Donkey Boilers -

Last Report No. - Port -Particulars of Examination and Repairs (if any) Nothing P.F.

(Periodical Surveys, when held, must be reported in detail and variation 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? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 16/39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 100 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 100 lb

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

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons Yes

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 16/39

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Complete

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

Has done. Vessel placed on Slipway. Propeller & main fastenings of the lower part examined. Boiler SV's adjusted under steam to 180 lb/100.

Boiler, together with its mountings down & fastenings, examined.

Repair. Some thin plain tubes removed in the port & centre tanks.

Coming to the general condition of the boiler tubes it has been recommended that they be again examined before the end of Jan 1940.
 L.P. & other & spindles removed.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is in good condition

(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, E.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or any other classification.)

See also 140 lb., F.D., &c.)

See. as now in a satisfactory condition & ships in an opinion to remain as shown & have fresh record of B.S. 6.39, subject to the boiler tubes being again examined before the end of Jan. 1940.

Survey Fee (per Section 29) B.S. £ 2 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ :

Fees applied for

19

Received by me,

25/9/39

11 JUL 1939

Committee's Minute

Assigned

B.S. 6.39. Subject.

L. Norman Stuart for Self & W.B. Edwards
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W1010-0135

Noted
 Subject to boiler tubes being
 examined before end of 140

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