

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 Port of F. B. 39

No. in Reg. Book 6112 Survey held at F. B. 39 Date, First Survey 1.6.39 Last Survey 29/6/1939
(No. of Visits 3)

6112 on the Machinery of the Wood, Iron or Steel S.S. "MASON"

Tonnage } Gross 277 Vessel built at Sally By whom Cookson & Sons Ltd When 1915 Month 2
 } Net 126 Engines made at Sally By whom C. D. Holmes & Co Ltd When 1915

Horse Power } 78 Boilers, when made (Main) 1915 (Donkey) -

No. of Main Boilers 1575 Owners London Transport, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers T. Campbell Port F. B. 39 Voyage Fishing

Steam Pressure in Main Boilers 120 lb If Surveyed Afloat or in Dry Dock Slipway - F. B. 39 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 seriatim 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? ✓

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

If this was not done, state for what reasons? ✓

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 1/6/39 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? -

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

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

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ 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? ✓

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? ✓

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

Repairs: Vessel placed on Slipway. P. Miller & White fastenings of the Conventions examined. Boiler SV's adjusted under steam to 120 lbs. Boiler together with its mountings down & fastenings examined. Some thin plain tubes removed in the port & central parts. Owing 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 and is in a satisfactory condition & suitable in our opinion to remain as shown & to have fresh record of B.S. 6.39, subject to the boiler tubes being again examined before the end of Jan. 1940.

(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 L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) B.S. £ 2 : 0 : 0 Fees applied for 19

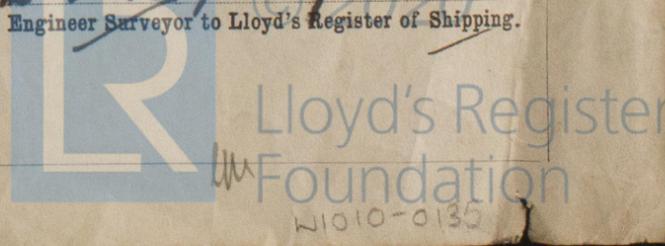
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 25/9/39

Travelling expenses (if chargeable) £ : : 26/9

Committee's Minute LIVERPOOL

Assigned B.S. 6.39. Subject.

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



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

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

Noted
Subject to boiler tubes being
examined before end of 140

Noted
Lum
14.7.24

[Faint handwritten notes, possibly bleed-through from the reverse side]

[Handwritten notes in the left margin, including the word 'Noted' and various illegible entries]

[Main body of handwritten notes, including a large green stamp that reads 'RECEIVED' and other illegible text]

[Faint printed text and a large blue 'R' logo watermark in the bottom right corner]