

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

(Received at London Office)

23 OCT 1948

Date of writing Report 20-10-48. When handed in at Local Office 21-10-48. Port of SWANSEA.

No. in Reg. Book. Survey held at Swansea. Date First Survey 8-10-48. Last Survey 11-10-48. (No. of Visits 3. 1948.)

55693. on the Machinery of the Wood-Lanor Steel "COLWITH FORCE".

Tonnage { Gross 805. Vessel built at Workington. By whom R. Williamson & Son. When 1918. 9.
 Net 374. Engines made at Glasgow. By whom W. Beardmore & Co. Ltd. When 1918.
 Horse Power 100. Boilers, when made (Main) 1918. (Donkey) -
 No. of Main Boilers 2SB. Owners West Coast Shipping Co. Ltd. Owners' Address -
 No. of Donkey Boilers - Managers W. S. Kennaugh & Co. (if not already recorded in Appendix to Register Book.)
 Steam Pressure 180 lbs. Port Whitehaven. Voyage -
 in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)
 in Donkey Boilers -

Last Report No. 25496 Port BRY

Particulars of Examination and Repairs (if any) B. S.

(Periodical Surveys, when held, must be reported in detail and serially 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.

" " Donkey " " " -

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 Both. 8-10-48.

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? 180 lbs.

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

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 the drain plugs of the Main Boilers? -

, and of the Donkey Boilers? -

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

, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? -

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 -

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

Is electric light and/or power fitted -

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.

Now Done. Main boilers examined internally and externally, together with their principle mountings and safety valves adjusted as stated above.

Repairs. (Wear & Tear). 5 broken combustion chamber stays in port boiler renewed.

Port lower manhole door built up with welding and refitted.

Starboard main stop valve lid and seat renewed.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as now

(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, B.S. 9,11, B.&M.S. 9,11, * L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

seen is in good condition and eligible in my opinion to remain as classed with fresh record of B. S. 10,48.

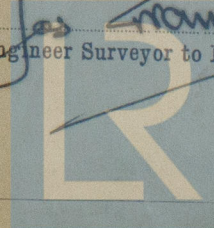
Survey Fee (per Section 29) B.S. £5 : - : - Fees applied for 21-10-1948.
 Special Damage or Repair Fee (if any) £ - : - : -
 Travelling expenses (if charged) £ - : 10 : - Received by me, 1948.

Committee's Minute signed

FRI. 5 NOV 1948

Bs 10.48

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

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