

16 AUG 1950

No. 56745

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

Date of writing Report

When handed in at Local Office

(Received at London Office)

No in Reg. Book. Survey held at

Date

First Survey 25-7-50

18 AUG 1950

Port of

Hall

55876

on the Machinery of the

Wood, Iron, Steel

S.S. "CLAIRE T"

(No. of Visits 3)

Tonnage { Gross 439
Net 171
Nominal Horse Power 75

Vessel built at Aberdeen

By whom Hall, Russell & Co. Ltd.

Year. Month.

Engines made at Aberdeen

By whom Hall, Russell & Co. Ltd.

When 1912 12

Boilers, when made (Main)

1912

(Donkey)

When 1912

Owners A. J. Travlin's Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

No. of Main Boilers 1

No. of Donkey Boilers

Steam Pressure in Main Boilers 180 lb/sq

in Donkey Boilers

Last Report No.

Port

Particulars of Examination and Repairs (if any)

B.S.

(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 being detailed in the body of the report, should be separated from Repairs due to other causes; and besides 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 through examination at this time? yes

" " Donkey " " "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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 Main boiler 25-7-50

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? Efficient 180 lb/sq

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? yes

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

and of the Donkey Boilers? yes

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

and of the Donkey Boilers? yes

Has the screw 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

Has shaft now been changed? yes

If so, state reasons

Has the shaft now fitted been previously used? yes

Has it a continuous liner? yes

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

State date of examination of Screw Shaft

stern bush. Is electric light and/or power fitted? yes

State the wear down in the

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

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

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

NOW DONE The boiler examined internally and externally together with all its mountings, doors & fastenings. Complete

Repairs 12 back combustion chamber stays renewed.

On completion of repairs the boiler examined under steam and its safety valve adjusted to the above stated pressure and found satisfactory.

General Observations, Opinion, and Recommendation.—

(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, BS 9,11, B&MS 9,11, LMC 9,11 or CS 3,34 140 lb., FD, &c.)

The Machinery of this vessel is in my opinion eligible to remain as now classed with fresh record of B.S. 8-50.

Survey Fee (per Section 29) B.S. £40:00

16 AUG 1950

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

19

Travelling expenses (if chargeable) £

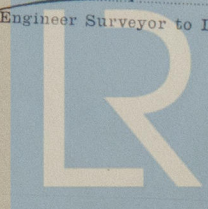
19

Committee's Minute TUES. 12 SEP 1950

Assigned BS 8,50

R. Newton

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1033-0181

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