

## Report of Survey for Repairs, &amp;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

Last Survey

(No. of Visits)

Gross

Net

Nominal  
Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure—  
in Main Boilers

in Donkey Boilers

Vessel built at

Engines made at

Boilers, when made (Main)

Owners

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

By whom

By whom

Year.

Month.

When

When

Owners' Address

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

Port

Voyage

Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements).CHARACTER.  
for Special Survey  
Date of last Survey and of  
Periodical Surveys.Years  
elapsed  
since  
last  
survey.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

+ 100 A1

2.37

SS. La. P. N. 3-11/31

SS. La. P. N. 1-36

+ L.M.C. 1.36

B.S. 8.39

TS. (C.I.) 1.38

Comp. batteries not fitted.

Last Report No. 9091. Port BBo.

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.

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

as 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?

" " " " " " " "

this was not done, 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?

What latest date of internal examination of each boiler? Main Boiler 5.9.40

Present condition of funnel(s) Good.

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?

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?

not fitted.

, and of the Donkey Boilers?

Yes

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

Yes.

, and of the Donkey Boilers?

Yes

Is screw shaft now been drawn and examined?

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?

Is shaft now been changed? If so, state reasons

Is 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?

What 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?

Yes

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

Is 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, B.S.

Now done: Main Boiler opened out & examined throughout top to bottom with all their mountings & safety valves & found satisfactory. Safety valves valves adjusted under steam to 180 lbs. per sq. inch. Boiler examined under steam & found in order.

Washers thick red.  
Port Valve 6.5 mpm. Star. Valve 4.5 mpm

General Observations, Opinion, and Recommendation:

The machinery of this

(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.S.M.S. 9.11, X L.M.C. 9.11, or X L.M.C. 140 lb., &c.)

result as far as now seen is in a good & efficient condition eligible in my opinion to remain as classed with fresh of B.S. 9.40

Survey Fee (per Section 29)

B.S. Ch. 200

Special Damage or Repair Fee (if any)

Ch. 6

Travelling expenses (if chargeable)

Committee's Minute

Assigned

4 Deferred for No 3 R/L B.S. 9.40

Fees applied for

19

Received by me,

19

JAN 24 JAN 1941

Engineer Surveyor to Lloyd's Register of Shipping.

JAN 2 MAY 1941

Deferred

Deferred

Deferred

Deferred

Deferred

Deferred

FRI. 11 JUL 1941

Expunge  
class with  
Resline

9

10

RETAIN

RETAIN



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Foundation