

Rpt. 9.

WRECK  
SECTION

No.

No. 130944

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

(Received at London Office)

1 JUN 1950

Date of writing Report

When handed in at Local Office

22 MAY 1950

Port of

LIVERPOOL

No. in  
Reg. Book.

Survey held at

Liverpool.

Date.

First Survey

1/5/50

Last Survey

12/5/1950

(No. of Visits)

1

15072

on the Machinery of the Wood, Iron or Steel

Screw Steamer "Fred Barchard"

Tons

Gross

Net

Tonnage

Gross 1586

Net 833

Nominal  
Horse Power

11001

Vessel built at

Lubeck.

By whom

Lubecker Maschb. Ges.

When

1935

Engines made at

Altona.

By whom

Ottensener Mch. G.m.b.H.

When

1935

Boilers, when made (Main)

1935

Owners Fairplay Towage &amp; Shipping Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Port Hull

Voyage

No. of Main Boilers

2 (Spt)

No. of Donkey Boilers

-

Steam Pressure

213

in Main Boilers

in Donkey Boilers

Last Report No.

130201. Port Liv.

Particulars of Examination and Repairs (if any)

Blr + Mch Repairs

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " "

st, state for what reasons.

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

t 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?

the latest date of internal examination of each boiler.

Present condition of funnel(s).

the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

the screw shaft now been drawn and examined?

Has it a continuous liner?

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

the shaft now been changed?

If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

run bush.

Is electric light and/or power fitted?

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

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

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

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

*Work done:* In compliance with Glasgow certificate & letter dated 26<sup>th</sup> April 1950 attended on board & examined the port & starb. boiler tubes on the fire side only. New tubes are on order & as a temporary precautionary measure 10<sup>th</sup> tubes in port boiler & 6<sup>th</sup> in starb. boiler were fitted with stoppings. Other recommendations contained in the above letter were carried out as follows:- Soot blowers fitted with drains. New check valve fitted to port boiler. Access holes cut in back bridge plates & doors fitted.

At the request of the broker representative also examined the boiler. Saturated safety valves & the after H.P. piston.

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 &LMC 140 lb., FD, &c.)

The machinery of this vessel, as far as now seen, is in an efficient condition & eligible in my opinion to remain as classed without fresh record of survey. Subject to "Renew" of tubes in both boilers at next B.S.

Fee (per Section 29) £ 9.9.0

Fees applied for

23 MAY 1950

Special Damage or Repair Fee (if any)

(per Section 29.)

Travelling expenses (if chargeable)

Received by me,

19

Committee's Minute

LIVERPOOL

31 MAY 1950

signed

Asst. Surveyor

Subject

Engineer Surveyor to Lloyd's Register of Shipping

L

Lloyd's Register  
Foundation

W1061-0115

9-130944.

Drainage from safety valves found inefficient, drains  
cleared. H.P. piston modified + fitted with 3 new rings  
in place of original 4 rings.

On completion of repairs the boilers were examined  
under steaming conditions, the saturated safety valves  
adjusted at 210 lbs. + all found satisfactory.

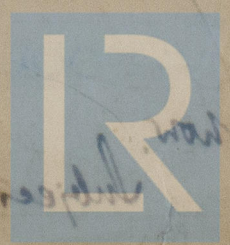
S.P.F.: It is submitted that the following A item  
Renew stopper tubes in both boilers at next  
Boiler Survey be inserted in the Special Reasons  
file.

RECEIVED  
10/1/50

Subject as above recommended  
without other special  
conditions.

Noted.

2/4  
7/6/50



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