

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office DEC 23 1940)

Date of writing Report 20-12-1940 When handed in at Local Office 20-12-1940 Port of Belfast  
 No. in Reg. Book 70650 Survey held at Waterford & Dublin Date, First Survey 6-12-40 Last Survey 18-12-1940  
 on the Machinery of the Wood, Iron or Steel M.V. Begerin (No. of Visits 4)

Tonnage Gross 483 Vessel built at Goole By whom Goole S.B. Repairing Co. Ltd. Year. Month. 1937 7  
 Net 253 Engines made at Köln-Deutz By whom Humboldt-Deutzmaschinenfabrik When 1937 7  
 Nominal Horse Power 70 Boilers, when made (Main) (Donkey)  
 No. of Main Boilers ✓ Owners H. Wilson Owners' Address Port Goole Voyage Coasting  
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat, Waterford Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 12788 Port BelParticulars of Examination and Repairs (if any) Mach. Repairs.

(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? ✓

" " 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 ✓

Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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? ✓

, 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? ✓

, and of the Donkey Boilers? ✓

Has 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 ligum 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 ✓

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.

Now done: - Extension box crankcase for main engine driven air compressor at forward end of engine found fractured at corners of top plate carrying compressor cylinder.

Compressor cylinder opened up & examined & tested under hydraulic pressure & found fractured.

Repairs effected: - Compressor cylinder renewed.

Box crankcase, fractures vee'd out, casting heat treated, fractures electric welded and casting heat treated.

Shaped mild steel plates bolted to inside of casting over the welds.

The Machinery was examined after completion of the repairs, under working conditions & found satisfactory, and in my opinion the repairs now effected could be accepted as permanent.

General Observations, Opinion, and Recommendation: - The machinery of this vessel (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.)

as now seen is in good condition & eligible in my opinion to remain as classed without fresh record of Survey

Survey Fee (per Section 29) ✓ £

Fees applied for 20.12.1940

Special Damage or Repair Fee (if any) ✓ £ 8 : 8 : 0

(per Section 29.)

Travelling expenses (if chargeable) ✓ £ 10 : 9 : 11

Received by me, 19

Committee's Minute

FRI. 3 JAN 1941

Assigned

1 AS non

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W11-6124