

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

Date of writing Report 2 JAN 1941 When handed in at Local Office 2 JAN 1941 (Received at London Office.) Port of LONDON.

No. in Survey held at LONDON. Date, First Survey and Last Survey 8-11-1940

0456. on the Machinery of the ~~Wood, Iron or Steel~~ S.S. NORMAN QUEEN. (No. of Vessels one)

Gross 957. Vessel built at Bunkisland By whom Bunkisland S.B. Co. Ltd. Year. Month. When 1938. 2.

Net 541. Engines made at Glasgow. By whom D. Rowan & Co. Ltd. When 1938.

Nominal 129. Boilers, when made (Main) 1938. (Donkey)

orse Power 150. Owners British Channel Islands Shipping Co. Ltd. Owners' Address Port London. Voyage

o. of Main Boilers 150. Managers (if not already recorded in Appendix to Register Book.)

o. of Donkey Boilers 200. X Surveyed in Dry Dock Nelson D.D. (State name of Dock.)

in Main Boilers 200. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Donkey

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.

a 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? No.

" " Donkey " " " "

if this was not done, state for what reasons? B.S. under

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.

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?

Is screw shaft now been drawn and examined? No. 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?

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?

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. Not ascertained

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?

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

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

Vessel placed in dry dock

Propeller cast side fastenings examined and found in order.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel, as far as (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 XLMC 140 lb., F.D., &c.)

has seen is, as far as now seen, is in my opinion eligible to remain as classed without further record of survey.

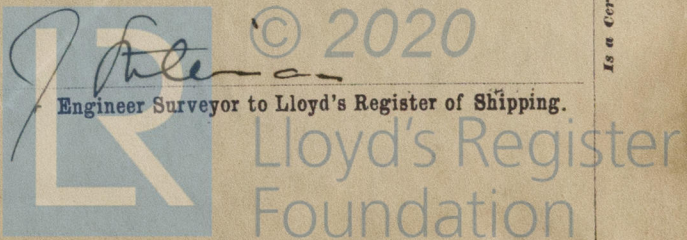
Survey Fee (per Section 29) £ : Fees applied for 19

Special Damage or Repair Fee (if any) £ (per Section 29.) Received by me, 19

Travelling expenses (if chargeable) £ :

Committee's Minute TUE 14 JAN 1941

Assigned As now



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