

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

JAN 13 1941

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 10... 11 Port of Belfast.

No. in Reg. Book. 3278 Survey held at Belfast Date, First Survey and Last Survey 2<sup>nd</sup> January 1941  
 on the Machinery of the Wood, Iron or Steel TRP Se "PENNLAND" (No. of Visits 1)

Gross Tonnage 16381 Vessel built at Belfast By whom Harland & Wolff Year. Month. 1922  
 Net Tonnage 9795 Engines made at Belfast By whom Harland & Wolff When 1922  
 Nominal Horse Power 1 Boilers, when made (Main) (Donkey) When 1922  
 No. of Main Boilers 1 Owners Hedel-Amick & W. W. W. (Holland America) Owners' Address (Donkey)  
 No. of Donkey Boilers 1 Managers Thompson & D. Port Belfast Voyage   
 Steam Pressure in Main Boilers 150 150 (if not already recorded in Appendix to Register Book.)  
 in Donkey Boilers 150 150 (State name of Dock.)

Particulars of Examination and Repairs (if any) Skq.

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 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.

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

| CHARACTER<br>* for Special Survey<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>assigned<br>expired. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any). |
|--|-------------------------------|--|
| <u>Classed Germanische Lloyd.</u>  |                               |  |
| <u>Laminated L.R. 8.40 Bkn.</u>  |                               |  |

When a damage case 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? /

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 / Present condition of funnel(s) Efficient

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 P.S. 9/64 C. 5/32.

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? /

Was 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.

Vessel placed in dry dock. Examination made of propellers, after ends of stem bushes, sea connections and under rate fastenings.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion eligible to remain as notated in Register Book.

(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.&H.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

|  |   |   |   |                  |
|--|---|---|---|------------------|
| Survey Fee (per Section 29).....           | £ | : | : | Fees applied for |
| Special Damage or Repair Fee (if any)..... | £ | : | : | 19               |
| Travelling expenses (if chargeable).....   | £ | : | : | Received by me,  |
|  |   |   |   | 19               |

A. Shaw.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 24 JAN 1941  
 Assigned See Rpt. on hull



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

Is a Certificate required? If so, to be sent to

RECEIVED FOR PAYMENT OF THE

10/10/41

AMOUNT

10/10/41

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