

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

(Received at London Office)

17 APR 1941

Date of writing Report 17 APR 1941

When handed in at Local Office 17 APR 1941

Port of London

No. in Reg. Book. 0754 Survey held at Tilbury Date. First Survey and Last Survey 3rd April 1941 (No. of Visits one)

Gross 5920
Net 3750

Vessel built at Glasgow

By whom C. Connell & Co Ltd

When 1927-7

Nominal Horse Power 675

Engines made at

By whom D. Rowan & Co Ltd

When 1927

No. of Main Boilers 35B

Boilers, when made (Main) 1927

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

No. of Donkey Boilers 15B

Owners Ben Line Steamers Ltd

Port Lull

Voyage

Steam Pressure in Main Boilers 220 lb

Managers W. Thomson & Co

in Donkey Boilers 220 lb

If Surveyed Afloat or in Dry Dock Drydock

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
assigned
no. of
years
expiredMachinery and Boiler
Surveys
(including date of N.B., if any).

100A1 6.40

LMC

MS 4.39

BS 10.39

TSCL 4.39

Ant No 3 5.39

Last Report No.

Port

Particulars of Examination and Repairs (if any) CBS & DD

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 Boilers surveyed see London report no 109134

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) Satisfactory

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

To what pressure were they afterwards adjusted under steam? 220 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 220 lbs

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 the 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?

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 lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Is electric light and/or power fitted Yes

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

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 Vessel placed in dry dock, propeller, aft end of stern bush and outside fastenings of sea connections examined. Boilers examined under steam and their safety valves adjusted to above pressure.

ELECTRICAL INSTALLATION. Repairs are being carried out by the ship's engineers and have been partly completed. The following circuits still require attention:

- Saloon and Bridge
- Cargo Lights
- Repairs to defective wiring to complete

S.R.L. There was no opportunity to test the steam pipes at this time. See Log. R/A 6727

General Observations, Opinion, and Recommendation:—The machinery of this vessel so far (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 efficient condition eligible in my opinion to remain as Classed and to have fresh record of BS 9.40 as recommended in London report no 109134

Survey Fee (per Section 29) £

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £

Received by me,

Travelling expenses (if chargeable) £

19

Committee's Minute

Assigned

TUE. 29 APR 1941

BS 9.40

Subject

Emile J. Bumpkin
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation