

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

(Received at London Office 22 MAY 1941)

21 MAY 1941

Date of writing Report 19... When handed in at Local Office 19... Port of Hull

No. in Reg. Book. Survey held at Hull Date. First Survey 5.5.41. Last Survey 15.5.1941. (No. of Visits 3.)

78672 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Belgravia

Tonnage { Gross 3136 Net 1401 Vessel built at W. Harlepool By whom W. Gray & Co. Ltd When 1937 9

Nominal Horse Power 60.6 Engines made at W. Harlepool By whom C. H. E. W. K. W. Gray & Co. Ltd When 1937

No. of Main Boilers 3 Boilers, when made (Main) 1937 (Donkey) - Owners Ellerman Lines Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Ellerman & Papayannides Port Liverpool Voyage - Steam Pressure in Main Boilers 225 If Surveyed Afloat or in Dry Dock Alexandria (State name of Dock.)

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

Last Report No. Port Ministry

Particulars of Examination and Repairs (if any) Voyage Repairs

(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.)

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 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?

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? NO 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.

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.

The following Voyage repairs carried out as per attached list.

General Observations, Opinion, and Recommendation:— Eligible to remain as classed

(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.)

without fresh record.

Survey Fee (per Section 20)	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 20.)	£ : :	Received by me,	19
Travelling expenses (if chargeable)	£ : :		

Committee's Minute FRI. 13 JUN 1941

Assigned As now

H. C. Jones Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Minor repairs effected.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

L. M.
10/6/41.

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Lloyd's Register
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