

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

(Received at London Office)

MAY - 1 1941

Date of writing Report

When handed in at Local Office

23 APR 1941

Port of

LIVERPOOL

No. in
Reg. Book

Survey held at

Liverpool

Date First Survey

and

Last Survey

19/4/1941

(No. of Visits)

74520

on the Machinery of the

Steel Sc "Jowey Rose"

Year. Month.

Tonnage { Gross 470
Net 183

Vessel built at Queensferry

By whom J. H. Mitchell & Co.

When 1923-11

Nominal Horse Power 74 R

Engines made at Brimscombe

By whom do

When do

No. of Main Boilers 153

Boilers, when made (Main) 1923

(Donkey) ✓

No. of Donkey Boilers 130

Owners Richard Hughes & Co (Liverpool) Ltd.

Owners' Address

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

Port

Liverpool

Voyage

Team Pressure in Main Boilers

Managers

If Surveyed Afloat or in Dry Dock

Carriers Dock

(State name of Dock.)

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

Last Report No. 2807 Port

Bms

Particulars of Examination and Repairs (if any) Boiler 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?

Do 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

Did 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)

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 the 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?

Is the shaft now been changed? If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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.

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

Is electric light and/or power fitted

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

Now done:- At request of Owners examined. Start combustion chamber of boiler on account of reported leakage. Some leakage noted on Port side seam of wrapper plate and C.C. back plate. Flange of steam now closed and reinforced by E.W. and found satisfactory.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is

(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 CS 3, 34,

for as now seen is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29)

£ : :

Fees applied for

Special Damage Repair Fee (if any)

£ 2 : 2 : 0

Received by me

Travelling expenses (if chargeable)

£ : :

Committee's Minute

Assigned

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

5. 5. 41

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