

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

No. 32849

APR 23 1940

(Received at London Office)

Date of writing Report April 20th 1940

When handed in at Local Office

22 APR 1940

Port of

SUNDERLAND

No. in
g. Book.

Survey held at Sunderland

Date, First Survey April 8thLast Survey April 19th 1940

(No. of Visits)

2078 on the Machinery of the ~~Wood, Iron or Steel~~

PULBOROUGH

Gross 960
Net 524

Vessel built at Burntisland

By whom

Burntisland S B Co Ltd

Year. Month.

When 1933 9

Nominal
orse Power 118

Engines made at Glasgow

By whom

D Rowan & Co Ltd

When 1933

No. of Main Boilers 1

Boilers, when made (Main)

1933

(Donkey)

1933

No. of Donkey Boilers 1

Managers

Owners' Address

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

Port London

Voyage

Steam Pressure—

Main Boilers 200 lbs

If Surveyed Afloat or in Dry Dock

Dry Dock (Austin's)

(State name of Dock.)

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.Year
assigned
for
surveyMachinery and Boiler
Surveys
(including date of N.B., if any).

* 100A 8.39

* LHC 8.38

SS Sld N°1 — 38

BS 8.39

CL 8.38

Last Report No.

Port

Particulars of Examination and Repairs (if any) Docking & B S

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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

as 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 " " "

Was this 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 Main & Donkey Boilers 10/4/40

Present condition of funnel(s)

Good

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

yes

To what pressure were they afterwards adjusted under steam?

200 lbs / 10"

Did the Surveyor examine the Safety Valves of Donkey Boiler?

yes

To what pressure were they afterwards adjusted under steam?

100 lbs / 10"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

yes

, and of the Donkey Boilers?

yes

Did the Surveyor examine the drain plugs of the Main Boilers?

yes

, and of the Donkey Boilers?

yes

Did the Surveyor examine all the mountings of the Main Boilers?

yes

, and of the Donkey Boilers?

yes

Has screw shaft now been drawn and examined?

no

Is it fitted with continuous liner?

yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

no

Has shaft now been changed? If so, state reasons

yes

Has the shaft now fitted been previously used?

yes

Has it a continuous liner?

yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

yes

State date of examination of Screw Shaft

yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

1/8 B

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

Is electric light and/or power fitted?

yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

yes

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

yes

Is Survey complete, state what arrangements have been made for its completion and what remains to be done

Complete

Vessel placed in dry dock, propeller & outside fastenings examined.

on BS: - Main & Donkey boilers examined internally & externally with mountings, doors & fastenings. Minor repairs carried out. Main Boiler, 12 stopper rods (4 in each nest of tubes) removed, examined, found in order & refitted.

Safety valves on both Boilers adjusted under steam to above pressures

Note: - High Pressure Piston valve rings renewed. Intermediate Pressure Piston rings renewed. Bilge pump ram skimmed up & new neck gland bushes fitted. Steering engine overhauled. Dynamo engine overhauled.

General Observations, Opinion, and Recommendation:— The machinery of this vessel 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. 5, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or

* L.M.C. 140 lb., F.D., &c.)

CS 2, 24,

no seen is in order & safe working condition & eligible in my opinion to remain as classed with fresh Record of B S 4-40

Fee (per Section 29) £ 3 : 0 : 0

Fees applied for

Damage or Repair Fee (if any) £

(per Section 29.)

Other expenses (if chargeable) £

Received by me,

Committee's Minute

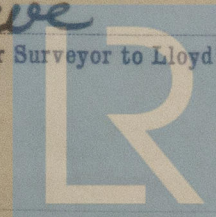
FM 18 MAY 1940

Signed

RS 4.40

J Griev

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

W1135-0210

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