

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

(Received at London Office 20 AUG 1941)

Date of writing Report 19 When handed in at Local Office 16 AUG 1941 Port of LIVERPOOL

No. in Reg. Book 78111 Survey held at Liverpool Date First Survey 26<sup>th</sup> July Last Survey 9<sup>th</sup> Aug 1941 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. LAPWING

Tonnage Gross 1348 Vessel built at Paisley By whom Row MacLellan & Co Ltd. When 1920 Month 9

Net 625 Engines made at do By whom do When do

Nominal Horse Power 273 Boilers, when made (Main) 1920 (Donkey) —

No. of Main Boilers 258 Owners General Steam Nav Co Ltd. Owners' Address —

No. of Donkey Boilers — Managers — (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb/sq If Surveyed Afloat or in Dry Dock Afloat Port London Voyage —

in Donkey Boilers — (State name of Dock.) Harrington BK

Last Report No. — Port —

Particulars of Examination and Repairs (if any) Repairs Licence SR +10041

(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.)

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+10041</u>		<u>+LMC.</u>
<u>Shell SR with   fuelboard. 7.59.</u>		<u>M.S. 6.57.</u>
		<u>B.S. 2.41</u>
		<u>T.S. CL. 7.39</u>
<u>SS Low No 3.3.33</u>		
<u>SS Low No 1.2.37</u>		
<u>fitted for oil fuel 5.21.41</u>		
<u>about 150 °F.</u>		

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? no

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

If this was not done, state for what reasons not due

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) ford

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? — 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

Minor repairs effected as per Owners Licence list

PRH. Examined the Aux Check Valve, 2<sup>nd</sup> boiler, non return Valve seat stated to have been machined - recently - will be renewed at first opportunity.

The stay tubes have not been renewed. The new tubes are now on board but the Owners are unable to purchase the required taps at present.

## General Observations, Opinion, and Recommendation:—

(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.E.M.S. 9,11, \*LMC. 9,11, or \*LMC. 140 lb., F.D., &c.)

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey subject to stoppered stay tubes in port boiler being renewed and the aux check valve seat of 2<sup>nd</sup> boiler being renewed.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

LICENCE CASE  
 Committee's Minute Deferred.  
 Assigned Deferred.

LIVERPOOL 9 AUG 1941



W1145-0024

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

As a Certificate of Survey, it is to be sent to

Noted.

Subject as recommended.

14  
7/17/84.

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