

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

(Received at London Office) MAR 6 1940

Date of writing Report 19 _____ When handed in at Local Office **29 FEB 1940** Port of **LIVERPOOL**

No. in Reg. Book **35327** Survey held at **Birkenhead** Date, First Survey **21/2/40** Last Survey **23/2/1940** (No. of Visits **3**)

on the Machinery of the ~~Wood, Iron or Steel~~ **Sc. "Torinia"**

Tonnage: Gross **10364** Vessel built at **Newcastle** By whom **Swan Hunter & Wigham Richardson & Co** When **1939-7**
 Net **6178** Engines made at **do** By whom **Hawthorn Leslie & Co** When **1939**

Nominal Horse Power **628** Boilers, when made (Main) **(Donkey) 1939**

No. of Main Boilers **✓** Owners **Anglo-Saxon Pet. Co Ltd** Owners' Address **(if not already recorded in appendix to Register Book.)**
 No. of Donkey Boilers **2** Managers **✓** Port **London** Voyage **✓**

Steam Pressure in Main Boilers **✓** **180 lb** Surveyed ~~At~~ in Dry Dock **Clowers Dry Dock** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **Shy of Part C.S.**

(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? **✓**

" " Donkey " " " **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) **good**

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 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 betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft **16**

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 **C.S.**

Now done:- Vessel placed in dry dock. The propeller and all outside fastenings examined and found satisfactory.

Commencement of C.S.:- No 1 main engine main bearing & broods examined and found in good order.
 Clutches of main engine driven pumps examined and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, H.S. 0,11, B.&W.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

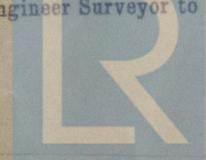
CS 3,34

so far as now seen, is in safe working condition, eligible in my opinion to remain as classed, with fresh record of **+ LMC-CS-** (with date) when the survey is completed.

Survey Fee (per Section 29).....	£ : /	Fees applied for
Special Damage or Repair Fee (if any).....	£ : /	19
Travelling expenses (if chargeable).....	£ : /	Received by me, ✓

A.W.B. Edwards
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned **As now**



Lloyd's Register Foundation

W1150-0138

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

Not C.S. commenced.

8/3/40.

[Faint, mostly illegible handwritten text, possibly a ledger or account book.]

RETRY

RETRY

