

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

(Received at London Office)

Date of writing Report 16/9/42 When handed in at Local Office 17 SEP 1942 19 42 Port of HULL

No. in Reg. Book 78696 Survey held at Hull Date. First Survey 6/8/42 Last Survey 12/9/42 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel Sc. "Milcrest"

Gross Tonnage 5283 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1919-3

Net Tonnage 3387 Engines made at do By whom do When 1919

Nominal Horse Power 517 Boilers, when made (Main) 1919 (Donkey) -

No. of Main Boilers 3.58 Owners Crest Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port London Voyage -

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock King George & Alex. Dicks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

Last Report No. - Port -Particulars of Examination and Repairs (if any) Compln of B.S. & Rpt.

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? Partly only

Donkey ✓

If this was not done, state for what reasons Centre boiler already surveyed. See Cardiff Rpt No 54273.

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. Partly 6/8/42 & 6/9/42

Present condition of funnel(s) Efficient

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

To what pressure were they afterwards adjusted under steam? 180 lb

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? Partly only

, 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? Partly only

, and of the Donkey Boilers? ✓

Has 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? ✓

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 Afloat

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

Is electric light and/or power fitted ✓

Also, 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.

Now done:- P & S boiler & mountings opened out and examined internally; all furnaces found distorted and now renewed (millshat attached); and sundry other minor repairs effected. Repairs examined on completion boilers had tested, and found satisfactory. Safety valves adjusted under steam.

H.P. crankpin & braces & main condenser examined & found satisfactory. Windlass steam cylinders & chest renewed & sundry minor general repairs effected.

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, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

As far as now seen, is eligible in our opinion to remain as classed, with fresh record of B.S. 5.42 (as previously recommended).

Survey Fee (per Section 29) B.S. £ 4 : 0 : 0 Fees applied for 17 SEP 1942

Special Damage or Repair Fee (if any) (per Section 29.) £ 6 : 6 : 0

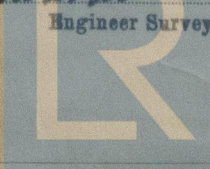
Travelling expenses (if chargeable) Sundry £ — : 6 : 0 Received by me, 19

Committee's Minute FRL 9 OCT 1942

Assigned 543

Without fee

W.B. Edwards & John Douglas
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W1151 -0286

BS due 6.42 hardly held 5.42,
now completed.

All furnaces in line & started.
Boilers renewed.

Windlass cylinders renewed.

It is submitted that
this vessel is eligible for
THE RECORD. BS 5.42,
without special condition.

L.H.
6/10/62.



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