

SURVEY REPAIRS, &c., OF ENGINES AND BOILERS

No. 5

(Received at London Office)

JAN 23 1941

Survey Report

When handed in at Local Office

Port of

London

Survey held at

Date. First Survey 28.12.40 Last Survey 10.1.41

(No. of Visits)

on the Machinery of the Wood, Iron or Steel

SS "ST. HELENA"

Tonnage Gross 4313 Net 2615

Vessel built at Sunderland

By whom J.L. Chapman & Sons, Ltd. When 1934

Nominal Horse Power 304

Engines made at Newcastle

By whom White & Carter, Ltd. When 1936

No. of Main Boilers 250

Boilers, when made (Main) 1926

(Donkey)

No. of Donkey Boilers 1

Owners R. S. Shipping Co. Ltd.

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

Steam Pressure in Main Boilers 230 lb.

Managers R. S. Shipping Co. Ltd.

Port Liverpool

Voyage

In Donkey Boilers

If Surveyed Afloat or in Dry Dock

At this time

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

Last Report No. 50839 Port Hull

Particulars of Examination and Repairs (if any) R.S.

(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?

Donkey

If this was not done, state for what reasons

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)

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?

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

WORK DONE.

Both main boilers examined in their entirety with mountings & found in good condition. A number of tubes expanded. Mountings overhauled. The boilers examined under steam & their safety valves adjusted to above status.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9.11, R.&M.S. 9.11, & L.M.C. 9.11)

ELMC 140 lb., F.D., &c.)

CS 3.34,

Ships in my opinion to remain as classed in present rules of R.S. 1.41.

Survey Fee (per Section 29)

£ 3.00

Fees applied for

Special Damage or Repair Fee (if any)

£

Received by me

Travelling expenses (if chargeable)

£

Committee's Minute

JAN 28 1941

FEB 25 1941

Assigned

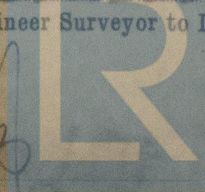
Deferred

Deferred

(100 lbs & 5.40 gal)

Printed on S. S. No 1-40

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W1153-0041

W. due 7.40 for

It is submitted that
this vessel is eligible for
THE RECORD. No. 1.41.

It is concluded the fire burning
arrangements are in order
but the should be confirmed

Thru
27.1.41

Note. Examination of
Sea connection aspect
L.S.



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