

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

(Received at London Office

2 OCT 1941

Date of writing Report 23/9/41

When handed in at Local Office 19

Port of

LIVERPOOL

No. in Reg. Book.

Survey held at

Liverpool

Date. First Survey

10.9.41

Last Survey

11.9.41

10

on the Machinery of the

Wood, Iron or Steel

7th "ROWALLAN CASTLE"

(No. of Visits 2)

Tonnage

Gross

7781

Net

4728

Vessel built at

Belfast

By whom

Harland & Wolff Ltd

Year. Month.

When 1939.3

Nominal Horse Power

1643

Engines made at

do

By whom

do

When 1939.4

No. of Main Boilers

Boilers, when made (Main)

(Donkey) 1939.

No. of Donkey Boilers

Owners Union Castle Line S.S. Co. Ltd

Owners' Address

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

Port

London

Voyage

Steam Pressure in Main Boilers

Managers

If Surveyed Afloat or in Dry Dock

U. Alexander

(State name of Dock.)

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Survey (including date of N.B. if any).
+ 100 A.1.		+ LMC - 3.39.
7.41		7.41
8.41		8.41
		016 ENGINES

Last Report No. 24616. Port BRY.

Particulars of Examination and Repairs (if any) Alteration

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 "

If this was not done, state for what reasons

D.B.S. 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)

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?

Is 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?

Is the shaft now been changed? If so, state reasons

Is 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

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

Is 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

The following Ship Side Valves now fitted with the necessary lifting arrangements:- the shell plating as recommended in letter 14.9.41.

Port & Star Main circulating inlets.

Ballast Main inlets

CO₂ machine circulating inlet

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.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 B., F.D., &c.)

Seen to be in good order & eligible in my opinion to remain as classed without further record of survey.

Survey Fee (per Section 29)

£

:

:

Fees applied for

Special Damage or Repair Fee (if any)

£

:

:

Received by me,

Travelling expenses (if chargeable)

£

:

:

19

Committee's Minute

LIVERPOOL

30 SEP 1941

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W116-0086

