

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

(Received at London Office)

176 MAR 1942

Date of writing Report 7-3 1942 When handed in at Local Office 12-3 1942 Port of BRISTOL
 No. in Reg. Book 31476 Survey held at AVONMOUTH Date First Survey 5-2-42 Last Survey 3-3 1942
 on the Machinery of the Steel "ST MARGARET" (No. of Visits 8)
 Tonnage { Gross 4312 Vessel built at SUNDERLAND By whom J.L. THOMPSON & SONS LTD When 1936 8
 Net 2604 Engines made at NEWCASTLE By whom WHITE'S MAR. ENG. CO. When 1936
 Nominal Horse Power 307 Boilers, when made (Main) 1936 (Donkey)
 No. of Main Boilers 258 (SPT) Owners ST QUENTIN SHIPPING CO., LTD Owners' Address NEWPORT
 No. of Donkey Boilers Managers B. & S. SHIPPING CO., LTD (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 250 lbs p. Port NEWPORT Voyage
 in Donkey Boilers If Surveyed Afloat or in Dry Dock AFLOAT (State name of 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) COMPLETION M.S. PART BS. ALTERATIONS

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? Yes

Do " " " " 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 PB 13-2-42, SB 24-2-42 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? Yes 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? Yes 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 power fitted Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done M.S. complete. To complete BS.

for record BS 3-42, the safety valves of both boilers and the superheater safety valves to be adjusted under steam. It is stated that this will be done at Barry to which port the vessel has now gone. Surveyors advised accordingly.

Completion of M.S. (See B. & S. R. 17653) Fire extinguishing steam arrangement in machinery space examined, tested and found satisfactory. The electrical installation examined as required by the Rules. Generators & motors examined under working conditions and tested governing of generators. Examined generators and motors, their connections & switch gear, switch board, cables, fuses and distribution boxes; the insulation resistance of all circuits meggers tested and found in good condition.

Part BS. Both main boilers examined internally & externally together with their

General Observations, Opinion, and Recommendation:— This vessel's machinery,

(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. & S. 9, 11, L.M.C. 9, 11, or CS 3, 34,

as now seen, is in good condition and eligible in our opinion to remain as classed, and to have record of L.M.C. M.S. with date as previously recommended and that of BS 3, 42 when the survey has been completed.

Survey Fee (per Section 29) <u>BS</u>	£ 3 : 0 : 0	Fees applied for <u>12-3 1942</u>
Special Damage or Repair Fee (if any) (per Section 29.) <u>ALTERATIONS</u>	£ 7 : 7 : 0	Received by me, <u>J.C. Mitchell for self</u>
Travelling expenses (if chargeable)	£ 1 : 1 : 0	19

WED. 1 APR 1942

Committee's Minute Assigned note + dmb 9-40

J.C. Mitchell for self
J.C. Mitchell for self & (D.V.) Kempbell
 Engineer Surveyor to Lloyd's Register of Shipping.



W116-0194

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

