

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

(Received at London Office)

19 MAY 1943

Date of writing Report... 11.5.42... 19... When handed in at Local Office... 11.5.42... 19... Port of GREENOCK.

No. in Survey held at FIRTH OF CLYDE & GREENOCK. Date. First Survey 27th APRIL. Last Survey 3rd MAY 1943. (No. of Visits... 3...)

9906. on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "AYMERIC"

Gross 5196. Net 3157. Nominal Horse Power 517. Vessel built at SUNDERLAND. Engines made at SUNDERLAND. Boilers, when made (Main) 1919. (Donkey) - Owners BANK LINE LTD. Managers A. WIER & Co. If Surveyed Afloat or in Dry Dock AFLOAT.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A.1.		* LMC, 3.36.
7.42.		BS. 7.42.
SS. SHL. No. 3-1, 32.		CL. 12, 39.
SS. H.K.G. No. 1 - 37.		
EXAMINED 7.42. LIV.		
CARRYING OIL FUEL F.P. ABOVE 150° F. IN D.B.		
FITTED FOR OIL FUEL 5.19. F.P. ABOVE 150° F.		

Particulars of Examination and Repairs (if any) REPAIRS TO PORT BOILER. 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.

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.

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What parts of the Boilers could not be thus thoroughly examined?

At 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?

What is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the screw shaft.

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?

When the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE.

WORK DONE:- PORT BOILER. Bottom manhole doors (2) reported leaking badly & joints to have blown out. On Port & starboard manholes built up by electric welding & 2 new manhole doors supplied fitted after facing up manhole joint faces. NOTE:- The joints are reported to have blown out on 11th & 13th April, 1943, respectively.

General Observations, Opinion, and Recommendation:-

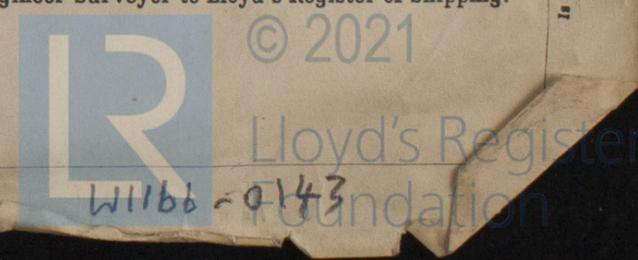
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

The port boiler of this vessel as far as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Fee (per Section 29) P.B. REPAIRS £ 2. 2. 0. Fees applied for 14th MAY 1943. Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19... Working expenses (if chargeable) £ : :

Engineer Surveyor to Lloyd's Register of Shipping. Freshman

Committee's Minute GLASGOW 18 MAY 1943. As now



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book. In a Certificate required? If so, to be sent to

Notes

Thu

26.5.43

Ps. no 2 duu 140

T.S. duu 12.42



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