

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

(Received at London Office)

MAR - 7 - 1941

Date of writing Report 5 March 1941 When handed in at Local Office 5 March 1941 Port of GARDIFF

No. in Reg. Book. 82655 Survey held at Penarth Date. First Survey 10 Feb '41 Last Survey 27 Feb. 1941

on the Machinery of the Wood, Iron, Steel Twin Sc. "St. Patrick" (No. of Visits 5)

Tonnage { Gross 1922 Vessel built at Glasgow By whom A. Stephen & Sons Ltd. Year. Month. 1930 3  
 Net 792 Engines made at Glasgow By whom A. Stephen & Sons Ltd. When 1930  
 Nominal Horse Power 884 Boilers, when made (Main) 1930 (Donkey) ✓  
 No. of Main Boilers 4 Owners Fishguard & Rosslare Rivers & Harbours Owners' Address ✓  
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 230 lb. If Surveyed Afloat or in Dry Dock Penarth Pontoon Port London Voyage ✓  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 6 condition Port London

Particulars of Examination and Repairs (if any) Y.S. & B.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? Yes

" " 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. PF 13/2. PA 13/2. SF 13/2. S.A. 20/2.

Present condition of funnel(s) Good

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

To what pressure were they afterwards adjusted under steam? 230 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? Yes

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

, 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? Yes Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No 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 12.2.41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.O.G. not removed. 0.37"

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 Complete

How done

Vessel placed on pontoon; examined propellers, starboard stern tube & bush, O.G., sea connections, fastenings and starboard screw shaft.

B.S. Examined main boilers internally and externally with safety valves, mountings, manholes, doors, fastenings and plugs. Safety valves adjusted to pressure stated. Examined oil fuel installation together with pipes and fittings under working conditions.

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 now seen is in good condition and eligible in my opinion to remain as classed with fresh record B.S. 2,41 and notation O.G. 5 2,41

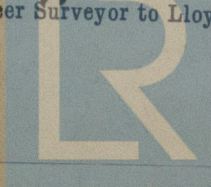
Survey Fee (per Section 29) B.S. £ 5 : 0 : 0 Fees applied for 6 Mar. 1941  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
 Travelling expenses (if chargeable) £ : :

Received by me, 19

Committee's Minute FRI. 21 MAR 1941

Assigned B.S. 2.41

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 117-0131



Stamp & Sheps examined

It is submitted that  
this vessel is eligible for  
THE RECORD. *B*

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Sept 2. 41

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