

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office,

DEC 13 1939

Date of writing Report 8-12 1939

When handed in at Local Office - 9 DEC 1939

Port of LIVERPOOL

No. in Survey held at 34070 on the Machinery of the Wood, Iron or Steel

Date, First Survey

Last Survey

(No. of Visits)

Year. Month.

Tonnage Gross 5155 Net 3116

Vessel built at Glasgow

By whom Harland & Wolff Ltd

When 1926-57

Nominal Horse Power 414

Engines made at do

By whom do

When 1926

No. of Main Boilers

Boilers, when made (Main) 414

(Donkey)

No. of Donkey Boilers 1

Owners Bank Line Ltd

Owners' Address

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

Voyage

Steam Pressure in Main Boilers 140

Managers A. Weir & Co

Port Glasgow

in Donkey Boilers 110

If Surveyed Afloat or in Dry 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) 1 kg

(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?

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

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) Good

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 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

Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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
Vessel placed in dry dock, Propellers, after end of screw shafts + under water fastenings examined.
This vessel has been taken over by the Admiralty (Warship Production Dept.) and is undergoing extensive alterations

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

for the information of the committee.

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :

Fees applied for

Received by me,

Committee's Minute

Assigned

Transmit to London.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Noted
GA
15/12/29



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