

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

(Received at London Office)

MAR 29 1940

Date of writing Report

When handed in at Local Office

28 MAR 1940

Port of

HULL

No. in Reg. Book. 24657 Survey held at Hull Date, First Survey Mar. 11<sup>th</sup> Last Survey 21 1940  
 on the Machinery of the Wood, Iron or Steel MERSINGTON COURT (No. of Visits 5)

Tonnage } Gross 5141  
 Net 3217  
 Vessel built at Newcastle By whom Northumbrian S.S. Co. Ltd. When 1920-10  
 Engines made at R By whom H.E. Marine Eng. Co. Ltd. When 1920  
 Boilers, when made (Main) 1920 (Donkey) ✓  
 Owners Count Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers Haldin Phillips Ltd. Port London Voyage ✓  
 No. of Main Boilers 356  
 No. of Donkey Boilers ✓  
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Alexandra Dock  
 in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) Comp. 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? ✓

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

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 these 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? 180 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? Port boiler manholes only ✓

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 ✓

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.

Now Done:- See Barry Report No. 24056.

Port boiler end plate built up by electric's welding at lower manhole openings & doors refitted. Renewed four plain & three stay tubes. The items in Belfast report no. 12439 included in the above. Because of leakage the fact that the main check valve sealings would not withstand further machining, renewed port centre boiler main check valve chest and a new main check valve chest put on board tube fitted to starboard boiler at first convenient opportunity: in my opinion this need not be marked against the vessel.

Safety valves of boilers machines and re. adjusted to 180 lb working pressure.

Owners representative states that as vessel was urgently required on a short voyage that LMC would be done on return to this country.

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

ELMC 140 lb., F.D., &c.)

Eligible to remain as classed with fresh record of B.S. 8, 39 as already recommended but without condition.

Survey Fee (per Section 29) £ : : Fees applied for 28 MAR 1940  
 Special Damage or Repair Fee (if any) £ 2 : 0 : Received by me, 19  
 Travelling expenses (if chargeable) £ : : : 19

Committee's Minute

Assigned

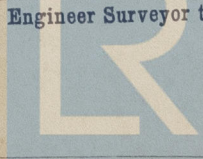
FRI 12 APR 1940

Deferred

8.29

W.S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.



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Is a Certificate required? If so, to be sent to