Rpt. 9.

No. 12217

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

(Received at London Office 1 - FEB 1945)

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

No. in Reg. Book. 3275. Survey held at Birkenhead. Date. First Survey 22/12/44 Last Survey 6/1/1945 (No. of Visits 7)

on the Machinery of the ~~Wood, Iron~~ or Steel Regent Lion

Tonnage { Gross 9551 Net 5794 | Vessel built at Newcastle. By whom Swan Hunter & Wigham Richardson Ltd When Year. 1937 Month. 3

Nominal Horse Power 816. | Engines made at Glasgow By whom J. G. Kincaid & Co Ltd When 1937.

No. of Main Boilers ✓ | Boilers, when made (Main) 1937. (Donkey) 1937.

No. of Donkey Boilers 2 | Owners Bowring S.S. Co Ltd. Owners' Address

Steam Pressure— in Main Boilers ✓ | Managers C. T. Bowring & Co Ltd. (if not already recorded in Appendix to Register Book.) Port London Voyage ✓

in Donkey Boilers 180 lb | If Surveyed Afloat or in Dry Dock Dolly (State name of Dock.) Cammell Laird Dry Dk.

Last Report No. ✓ Port ✓

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1		+LMC 2.44.
2.44.		DBS. 2.44.
SS Tal No 3. 2.44.		BS CR. 11.43.
		OIL ENGINES
Carrying petroleum in bulk.		
		OIL ENGINES CONTINUOUS SURVEY.

Particulars of Examination and Repairs (if any) DBS & CS. DBS. & Rpts.

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? ✓

" " Donkey " " " Yes.

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

The latest date of internal examination of each boiler Port Dkyth. 23.12.44. Stbd. 3.1.45. Present condition of funnel(s) Good.

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? Yes. To what pressure were they afterwards adjusted under steam? 180 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? Yes.

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? Yes.

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

If 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 stern bush 3/16" Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

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

Examined the Propeller and fastenings of Sea Connections.
Examined Nos 4 & 7 M.E. Cylinders pistons liners cross heads & crank pins with their brasses, Nos 1 2 3 4 5 & 6 main bearings & intermediate shaft

Examined both Donkey boilers externally & internally together with their mountings adjusted their safety valves under steam as stated above and examined the oil fuel installation under working conditions.

Repairs. 1 blade of propeller faired & repaired, intermediate shaft bearing machined & adjusted.
C. Outboard Starting Air Compressor: Patch previously fitted - Examined - Considered permanent repair and this item may now be deleted from S.R.L.

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.) CS 3,34,

The machinery of this vessel is in safe working condition and eligible in our opinion to remain as classed with fresh record of DBS. 1.45 and CS. with date on completion.

Fee (per Section 29) DBS £ 3 : : Fees applied for 26 JAN 1945 19

Damage or Repair Fee (if any) (per Section 29.) CS £ 5 - - Received by me, 19

Travelling expenses (if chargeable) £ : :

CONFIDENCE CASE

Committee's Minute LIVERPOOL 30 JAN 1945

Assigned As now without special conditions D.B.S. 1.45.

J. Batchelor.
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

Noted
C.S commenced -
without conditions
C.S fee £5.0.0

RCM
3/2/45