

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

(Received at London Office 8 - MAY 1941)

Date of writing Report 5-5-41 When handed in at Local Office 7-5-41 Port of SWANSEA

No. in Reg. Book. Survey held at SWANSEA Date, First Survey 18-4-41 Last Survey 21-4-1941

(No. of Visits TWO)

81228 on the Machinery of the Wood, Iron or Steel S.S. PEGASUS.

Tonnage { Gross 5762  
Net 3509  
Nominal Horse Power 569  
No. of Main Boilers 3  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 180 lbs  
in Donkey Boilers

Vessel built at HAVERTON HILL ON TIES By whom FURNESS S.B. CO LTD  
Engines made at HARTLEPOOL By whom RICHARDSON WESTGARTH & CO  
Boilers, when made (Main) 1920 (Donkey)  
Owners G.N. LOULLOUDIS.  
Managers  
If Surveyed Afloat or in Dry Dock AFLOAT.  
(State name of Dock.)

Year. Month.  
When 1920 9  
When 1920

Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Port ANDROS Voyage

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

CHARACTER.	Year assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
✓ for Special Survey Date of last Survey and of Periodical Surveys.		

Last Report No. 7311. Port BAL.

Particulars of Examination and Repairs (if any) REPAIRS.

(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? NO

Donkey " " " " " " " " " " " "

If this was not done, state for what reasons? NOT PREPARED

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)

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

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 NOT COMPLETE.

Now DONE L.P. Slide Valve examined

All main engine holding down bolts hammer tested and placed or found in good condition.

Steering Telemotor (in bridge) Cylinders and valves examined.

2 new pumps and glands fitted and tested under working conditions on completion.

L.P. Feed heater examined under water test a No. of tubes found leaking. It is stated that heater will be bye-passed during voyage to Canada where tubes will be re-riveted as necessary.

NOTE S.R. Re "Renew Main engine" Valve chest and U.S.A. (It was stated this was renewed Baltimore U.S.A.)

General Observations, Opinion, and Recommendation:— The machinery of this

(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.)

Vessel as far as now seen is in safe working condition and eligible in my opinion to remain as classed with out fresh record of Survey.

Survey Fee (per Section 29) £ : : Fees applied for 4-5-1941  
Special Repair Fee (if any) £ 2-2-0  
(per Section 29.)  
Travelling expenses (if chargeable) £ : : Received by me, 19

LICENSE CASE.

Committee's Minute FRI. 23 MAY 1941

Signed

Referenced

(100 lb. to 150 lb. 7311)

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W101-0261



Some repairs.

Record of  
examined 24/ was  
assigned in USA.  
in shot



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