

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

(Received at London Office

Date of writing Report 21st Apr 1941 When handed in at Local Office 21st Apr 1941 Port of - London -

No. in Survey held at - London - Date. First Survey 31 March Last Survey 11 April 1941
eg. Book. (No. of Visits FOUR)

1323 on the Machinery of the Wood, Iron or Steel S/S BROCKLEY HILL

Tonnage { Gross 5297 Vessel built at Greenock By whom Baird & Co. Ltd When 1919. 4
Net 3205 Engines made at Do By whom Do When Do

Nominal Horse Power 57 Boilers, when made (Main) - 1919 - (Donkey) ✓

No. of Main Boilers 3 Owners Brockley Hill S.S. Co. Ltd Owners' Address Do (if not already recorded in Appendix to Register Book.) ✓

No. of Donkey Boilers ✓ Managers Counsell Ship Management & Co. Ltd Port Do Voyage -

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock K. G. Dock London Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 2883 Port St. J.

Particulars of Examination and Repairs (if any) - B.S. -

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
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If this was not done, state for what reasons

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. *P. S. 11-4-41. C. 4. 4. 41.*

..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?

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? _____, 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?..... 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 apparatus attached to the shaft to permit of it being efficiently lubricated? ☐

State date of examination of Screw Shaft.....☒.....State the distance between lignum vitæ 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

The Safety valves of all Boilers to be adjusted under steam. It is noted that this will be done after the vessels arrival at River Tyne. Surveyor's Advised
Now done.

Port Centre & S^o Boilers examined internally and externally together with man hole doors and their fastenings, safety valves and other mountings and placed in satisfactory condition.

condition.
Port & Centre furnaces of Port-Boiler down approx. $1\frac{1}{2}$ " thus jacked and
appear satisfactory.

General Observations, Opinion, and Recommendation:—

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 L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel as far as now seen is in a good and efficient condition and is slightly in our opinion to have just received B. S. A. A. when the survey is complete.

Survey Fee (per Section 20)..... **B.S.** £ 4 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any)..... £ : :
(per Section 29.)

Received by me,
10

Travelling expenses (if chargeable).

Committee's Minute

Assigned

TUE. 6 MAY 1941

[illegible]

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W12-0069

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BS due 12.40 partly held.
Completion on arrival in the Tyne.

It is submitted that this
vessel WILL BE eligible
for the record. BS 4.41 when the
safety valves have been
adjusted.

L-6
1/5/41.



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