

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

(Received at London Office)

12 JAN 1944

Date of writing Report... 5 JAN 1944... When handed in at Local Office... 5 JAN 1944... Port of LIMERPOOL

No. in Survey held at LIVERPOOL. Date. First Survey 9/12/43 Last Survey 3/1/44

Reg. Book. 30923 on the Machinery of the M.V. PALMA. (No. of Visits 3)

Gross 5419 Vessel built at BELFAST. By whom HARLAND & WOLFE, LD. When 1941. 4.

Net 3049 Engines made at do By whom do When 1941.

Nominal 1236 Boilers, when made (Main) (Donkey) 1941.

No. of Main Boilers 1 Owners ROYAL MAIL LINE, LD. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers. Port LONDON. Voyage

Steam Pressure in Main Boilers 100 lbs. Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) BRUNSWICK & VITTORIA.

Last Report No. 4158 Port P.N.L.

Particulars of Examination and Repairs (if any) Continuous Survey.

(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?

Donkey NO.

If not, state for what reasons NOT DONE. 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 those parts of each Boiler?

State latest date of internal examination of each boiler.

Present condition of funnel 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? 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 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?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Is electric light and/or power fitted? YES. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO.

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.

NOW DONE. C.S. Examined NO'S: 1 & 6 top & bottom cylinders, top & bottom exhaust cylinders & their piston's & piston rods, covers and No.1. centre top end pins & brasses, all found in satisfactory order & condition. Sundry minor repairs effected.

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.)

The machinery of this vessel is in safe working order & condition, eligible in my opinion to remain as classed with fresh record + L.M.C. (C.S.) with date on completion of survey.

Survey Fee (per Section 29) £ 5 : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

LICENCE CASE Committee's Minute Assigned A. know.

71 JAN 1944

A. P. Jones.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
W1201-0203

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