

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

(Received at London Office. 29 OCT 1942)

Date of writing Report 17th Sept. 1942. When handed in at Local Office 19 Port of East London, S. Africa.
 No. in Survey held at East London Date, First Survey 20/7/42 Last Survey 30/7/42 19
 Reg. Book. (No. of Visits. two.)

69531 on the Machinery of the Wood, Iron or Steel s.s. "AMARYLIS"
 202
 Tonnage { Gross 4328 Vessel built at Londonderry By whom N. of Ireland S.B. Co. Ltd. Year 1918 Month 11
 Net 2721 Engines made at Glasgow By whom W. Beardmore & Co. When 1922
 Nominal Horse Power 403 Boilers, when made (Main) 1918 (Donkey)
 No. of Main Boilers 3 Owners Amarylis S.S. Co. Ltd. Owners' Address
 No. of Donkey Boilers 1 Managers S.A.R. & Harbour Port Panama Voyage Foreign
 Steam Pressure 180 lb. If Surveyed Afloat or in Dry Dock Afloat
 In Main Boilers 18797 (State Name of Dock.)
 In Donkey Boilers 508

Last Report No. 508 Port East London Syd

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serialim 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? Yes.

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

If this was not done, state for what reasons?

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 26/7/42 and 28/7/42.

Did the Surveyor examine the Safety Valves of the Main Boiler? No.

To what pressure were they afterwards adjusted under steam? Not tested.

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? Except the Harbour Boiler

, and of the Donkey Boilers?

Is 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?

Is shaft now been changed?

If so, state reasons.

Is 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?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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

In this case the Administration dispatched the vessel hurriedly before the Survey was completed. There was delay in cleaning the Boilers.

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, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or LMC 140 lb., F.D., etc.)

CS 3,34.

I recommend that this vessel remain as at present classed and that the records of B.S. 7,42 in red be made in the Register Book. Survey of Harbour Boilers not completed.

Fee (per Section 29)

£

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

£

Working expenses (if chargeable)

£

Fees applied for

4/8/1942

Received by me,

16/9/1942

Committee's Minute

TUE 10 NOV 1942

Deferred for

Comp. 18.0.

Engineer Surveyor to Lloyd's Register of Shipping.

G. H. Hitchings. M.I.M.A.E.

Lloyd's Register Foundation

W141-0029

As due 3rd part held
Completion not stated

It is submitted that this
vessel WILL BE
for the record.

As 742 when the mountings
of the starboard Boiler have been
examined and all the
adjusted under steam

no 103 due 842.

DM

27/4/42



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