Rpt. 9.

No. 43123

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

(Received at London Office 5 FEB 1943)

Date of writing Report 18th December 42 When handed in at Local Office 22nd Dec. 1942 Port of New York

No. in Reg. Book 70065 Survey held at New York Date, First Survey 5th November Last Survey 14th Nov. 1942 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "BARBERRYS"

Tonnage Gross 5170 Net 3237

Nominal Horse Power 513

No. of Main Boilers 3

No. of Donkey Boilers -

Steam Pressure in Main Boilers 200 lbs.

in Donkey Boilers -

Vessel built at Yokohama By whom Uchida S.B.& Eng.Co.Ld. When Year 1920 Month 3

Engines made at Tokyo By whom Ishikawajima S.B.&Eng.Co When 1920 -

Boilers, when made (Main) 1920 (Donkey) -

Owners Barberry's S.S.Co.Ld. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers Runciman (London)Ld. Port London Voyage -

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Pier 2, Hoboken, N.J.

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 1,42		+LMC ~~MS 12,~~ 6.40.
s.s.N.Yk.No.3-10,	33	BS 7,42
s.s.N.Yk.No.1-37		TS 2,42
Fitted for oil fuel		10,33 F.P. above
150°F		
SCREW SHAFT FITTED WITH JOINTED C.L.		

Particulars of Examination and Repairs (if any) Rprs.

(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 " " " -

If this was not done, state for what reasons? Not due for survey at this time.

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) good

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? no 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? yes

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

NOW DONE: Repairs due to Wear and Tear:- Centre Boiler: Port furnace down 3½", a 6" crack developed while being pumped up. This has now been electric welded. The other furnaces have been examined and found efficient meantime.

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 ✱LMC CS 3,34, 140 lb., F.D., &c.)

The machinery and boilers of this vessel are in good condition and eligible in my opinion to be continued as classed without fresh record of survey, subject to renew.stoppered tubes in port boiler first opportunity,ex.centre boiler furnaces by 2,43 (6 mo.lmt)

Survey Fee (per Section 29) $ 15:.00

Special Damage or Repair Fee (if any) £ : :

(per Section 29.)

Travelling expenses (if chargeable) £ : :

Fees applied for Dec. 31 1942

Received by me, 19

James Campbell

Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK DEC 30 1942

Committee's Minute

Assigned As now subject.

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

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

W150-0134

Subject as now and as previously recommended

Noted

HRW

15.2.43