

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

(Received at London Office 4 APR 1942)

Date of writing Report 3rd Feb 1942 When handed in at Local Office 3rd Feb 1942 Port of JACKSONVILLE  
 No. in Survey held at Tampa, Florida Date, First Survey 21st. Jan Last Survey 3rd Feb 1942  
 Book 238 on the Machinery of the Wood Iron or Steel S.S. "BLINK" (No. of Visits four)

Age { Gross 2701 Vessel built at Bristol By whom C. Hill & Sons. Year. Month. 1920 6  
 Net 1579 Engines made at Hartlepool By whom Richardsons, Westgarth & Co. Ltd. When 1920  
 Nominal Power 242 Boilers, when made (Main) 1920 (Donkey) -  
 of Main Boilers 2 Owners Skibs A/S Manitowoc. Owners' Address -  
 of Donkey Boilers - Managers K. Th. Pinersen. Port Oslo Voyage Tampa to U.K.  
 Main Boilers 180 If Surveyed Afloat or in Dry Dock Both.  
 Donkey Boilers - (State name of Dock.) Tampa S.B. Co. Inc.

Report No. - Port -  
 Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? -

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey -

Boilers Surveyed, and survey made for DAMAGE stated caused through heavy weather while on a voyage from River Clyde to Tampa.

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? -

Latest date of internal examination of each boiler 24th. January 1942

Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? -

Has the Surveyor examine all the mountings of the Main Boilers? Yes 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 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? -

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 1 1/4"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Has 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? -

Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

**DONE :** Vessel placed on dry dock, and propeller and its fastenings examined, and made good. Main injection sea valve opened up, examined and placed in good condition; its fastenings examined and found in order, &c. Main boilers examined internally and externally, placed in good condition and safety valves afterwards adjusted and tested under steam to 180 lbs.

**AIRS :** WEAR & TEAR : Main injection valve opened up, examined, and placed in good condition. Main engine feed pumps (2) suction and discharge valves opened up, examined, one seat renewed, and all placed in good condition, two ram-machined and glands rebushed. Main engine bilge pumps (2) suction and discharge valves opened up, examined, two valves renewed, all placed in good condition, two ram glands rebushed in good order. Sanitary pump opened up, examined, steam and water cylinders, pistons, covers, valves and valve gear, and suction and discharge valves placed in good condition. Generator engine opened up, examined, piston rings renewed, valve spindle renewed, valve spindle guide realigned and rebushed, in good order.

**General Observations, Opinion, and Recommendation:—** The machinery of this vessel, so far as now seen, is in good and safe working condition, and eligible in my opinion to remain as classed, with fresh record of Boilers Surveyed with date, BS 1,42.

Fee (per Section 29) £ \$30.00 Fees applied for 3rd Feb  
 Damage or Repair Fee (if any) £ \$35.00  
 (per Section 29.)  
 Ling expenses (if chargeable) £ \$24.00 Received by me, 19

Committee's Minute NEW YORK FEB 18 1942

igned As unv

B. P. 1, 42.

S. Kerry and H. P. Lock  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Acting Surveyor to Lloyd's Register

W152-0032 1/2

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

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



S.S. "B L I N K"REPAIRS : WEAR & TEAR ; (continued)

Auxiliary condenser doors removed, seven tubes renewed, division plates refaced and made tight, condenser tested and made tight.

Port and starboard boilers opened up, cleaned, examined internally and externally, safety valves, manhole doors and their fastenings, drain valves, and mountings opened up, examined and placed in good condition; several leaky stay ends in combustion chambers welded and made tight; a few points of leakage at rivets and seams caulked and made tight. Valve seats renewed in port and starboard main stop valves. One feed check valve disc renewed on port boiler. Port boiler salinometer cock and four studs in way renewed.

REPAIRS : DAMAGE ;

propeller nut tightened, keeper refitted, and cement fairwater renewed.

Main engine; All holding down bolts hardened up. All main bearing caps removed, crankshaft bearings and caps examined, found in good condition and refitted and readjusted in good order. L.P. bottom end bearing opened up, examined, scraped and refitted and readjusted in good order.

No.1 Hold bilge suction piping renewed from after end of No.2 Hold to strum at after end of No.1 Hold, port side. No.2 Hold bilge suction pipes (p.&s.) renewed at after end of No.2 Hold. Forepeak piping renewed at ~~starbo~~ side of No.2 Hold.

C. Henry and H. N. Lott,



Notes & damage

Notes

Plus

17.4.42



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Foundation