

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

(Received at London Office)

-3 FEB 1953

Port of LIVERPOOL

Date of writing Report 29th JAN 1953. When handed in at Local Office 19No in Reg. Book. Survey held at FLEETWOOD Date. First Survey AND Last Survey 29th JAN 1953 (No. of Visits)69431 on the Machinery of the ~~Wood, Iron or Steel~~ S.T. MICHAEL GRIFFITH

Tonnage { Gross 282 Vessel built at Selby By whom Cook, Welton & Gemmell, Ltd. When 1919 3
 Net 109 Engines made at Hull By whom Amos & Smith, Ltd. When 1919
 Nominal { 86 Boilers, when made (Main) 1919 (Donkey) -
 Horse Power { Owners Clifton S.T. Ltd., Owners' Address
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 15 Managers - Port Fleetwood Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock AFLOAT WYRE DOCK.
 Steam Pressure in Main Boilers 180 (State name of Dock.)
 in Donkey Boilers -

Last Report No. 136189. Port Liv.

Particulars of Examination and Repairs (if any) COMPLETION BOILER 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. NONE REPORTED.

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 through examination at this time? NO.

not, state for what reasons. ADJUSTING S.V.s ONLY. 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. 9/52. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? ADJUSTED ONLY. To what pressure were they afterwards adjusted under steam? 180 LBS/SQ"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? NO. To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? NO. and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? NO. and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? NO. 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? 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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. B.S. Complete.

Now done:- Safety valves adjusted under steam to working pressure and ring clearances noted. Found in satisfactory condition.

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.)

Eligible in my opinion to remain as now classed in "The Register Book" with record of B.S. 9/52. as previously recommended.

Survey Fee (per Section 29) £ ✓ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute LIVERPOOL

Assigned

10 FEB 1953

BS 9.52

Donnell B. Fletcher

Engineer Surveyor to Lloyd's Register of Shipping.



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