

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

(Received at London Office

4-DEC 1953

Date of writing Report 19... When handed in at Local Office 2nd DECEMBER, 1953. Port of Belfast

No in Reg. Book. Survey held at Belfast Date. First Survey 22-10-53 Last Survey 29-10-1953 (No. of Visits 5)

27559 on the Machinery of the Wood, Iron or Steel S.S. "SNOW QUEEN"

Tonnage { Gross 311 Vessel built at Chester By whom J. J. Abdela & Mitchell, Ltd When 1921-4
 Net 111 Engines made at Kings Lynn By whom A. Dodman & Co. When 1921-4
 Nominal Horse Power { 61 Boilers, when made (Main) 1921 (Donkey)
 Owners Larne S.S. Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 1SB Port Belfast Voyage
 No. of Donkey Boilers - Managers
 Steam Pressure - If Surveyed Afloat or in Dry Dock Afloat
 in Main Boilers 130 (State name of Dock.) Clarendon Dock
 in Donkey Boilers -

Last Report No. Port Particulars of Examination and Repairs (if any) BS and General Examination

(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 through examination at this time? Yes

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

If not, state for what reasons? 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 22-10-53 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Not adjusted see below

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam?

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

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes 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? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not completed

This ship has now been sold for breaking up (see Rpt 8)
 Now Done for BS Boiler examined internally and externally together with all mountings, doors and fastenings.
 Repairs Recommended. Main check valve lid and safety valve lids to renew and remaining mountings to overhaul and place in good order.
 Forward collision chock to renew.

Now Done for General Examination as per Circular N° 1959
 Main engine cylinders, casings, pistons, LP slide valve and HP crank pin and bearing examined.
 Windlass opened out and all working parts examined.

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.)

CS 3,34

This ship is now being broken up and this report is forwarded for the information of the Committee

Survey Fee (per Section 29) BS £ 5 : 0 : 0 Fees applied for 2 12 / 19 53

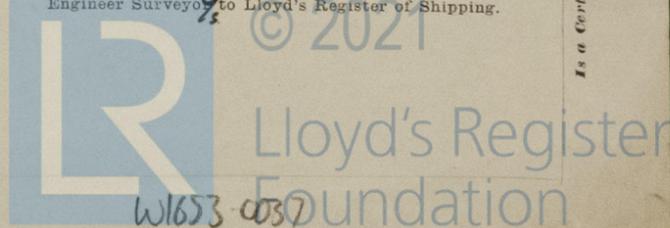
Special Damage or Repair Fee (if any) (per Section 29.) £ 4 : 0 : 0 Received by me,

Travelling expenses (if chargeable) FRIDAY 18 DEC 1953

Committee's Minute

Assigned

J. Dickerson R.R. Ginn. Engineer Surveyor to Lloyd's Register of Shipping.



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

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