

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

(Received at London Office 18 NOV 1941)

Date of writing Report Sept 27 1941 When handed in at Local Office Sept 28 1941 Port of New York
 No. in Reg. Book 96400 Survey held at Mariners Harbor Date, First Survey Aug 4 Last Survey Aug 18 1941
 on the Machinery of the Wood, Iron or Steel M.V. "INVERLEE" (No. of Visits 2)

Tonnage { Gross 9158 Vessel built at Kegeach By whom Brown Vulcan Year. Month. 1938 3
 Net 5496 Engines made at — By whom — When 1938
 Nominal Horse Power 1001 Boilers, when made (Main) none (Donkey) 1938 When 1938
 No. of Main Boilers none Owners Messrs. Lubentz Owners' Address —
 No. of Donkey Boilers 2 Managers A. Weir & Co (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers — Port Hayward Voyage —
 in Donkey Boilers 180 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 (State name of Dock.) Belleham (Sisco)

Last Report No. — Port —

Particulars of Examination and Repairs (if any) Condition T.S.

(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.

Was a damage report made by anyone else? If so, by whom? none

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? none

" " Donkey " " Under steam

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. — Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? none 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? none 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? none and of the Donkey Boilers? —

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes 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 Aug 5 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. close

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

Has the Surveyor examined 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. —

None done; Vessel placed on drydock, propellers removed, tail kept withdrawn Examined, found in satisfactory condition & refitted.
For A.C. main Motors.
nos 1 and 6 - cylinders, pistons, liners, valves, valve gears & covers Examined.

General Observations, Opinion, and Recommendation:—

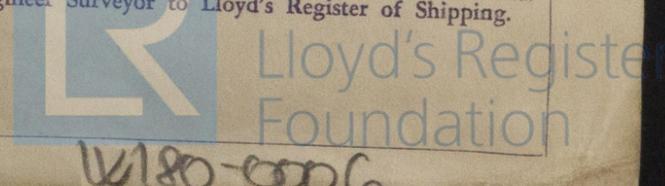
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
The machinery of this vessel is in good order & eligible, in my opinion to remain as now classed with fresh record of L.M.C. when survey has been completed, and T.S. 8,41.

Survey Fee (per Section 29) £ 35
 Special Damage or Repair Fee (if any) £ —
 Travelling expenses (if chargeable) £ —

Fees applied for Sept 2 19 41
 Received by me Sept 26 19 41

M. L. Kirkland
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK 00 8 1941
 Assigned As now
T.S. 8,41.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

Noted

[Signature]
Sept

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