

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

(Received at London Office - 8.11.1942)

Date of writing Report May 30<sup>th</sup> 1942 When handed in at Local Office June 11 1942 Port of New York  
 No. in Reg. Book 28670 Survey held at New York Date, First Survey March 20 Last Survey April 21<sup>st</sup> 1942  
 on the Machinery of the Wood Iron or Steel Mixto (No. of Visits 8)

Tonnage Gross 7455 Vessel built at Newcastle By whom Armstrong Whitworth & Co. When 1922-1  
 Net 4415 Engines made at Newcastle By whom Armstrong Whitworth & Co. When 1922-1  
 Nominal Horse Power 574 Boilers, when made (Main) 1922-1 (Donkey)   
 No. of Main Boilers 3 Owners Wilk. Wilhelmsen Owners' Address as recorded  
 No. of Donkey Boilers  Managers Port Lindberg Voyage as recorded  
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both, Bethlehem  
 in Donkey Boilers  (State name of Dock.) 17<sup>th</sup> St, Brooklyn

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 or expired.	Machinery and Boiler Surveys (including date of N.S., if any)
+ 100 A1 6.41		+ LMC MS 6.41
SS OS1 No 3 3.34		BS 3.41
<del>SS OS1 No 1 3.34</del>		CL 5.40
SS NYK No 2-41		
Carrying Petroleum in Bulk Fitted for O.T. 1.22 F.P. above 150°F		

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Damage & B.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. Not requested

Was a damage report made by anyone else? If so, by whom? Underwritten surveyor

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

" " Donkey " " Yes

Was this not done, state for what reasons? Yes

And what parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

State latest date of internal examination of each boiler Port March 26<sup>th</sup> Star April 3<sup>rd</sup> 4<sup>th</sup> April 6<sup>th</sup> Present condition of funnel(s) Good

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

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

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

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

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

Has screw shaft now been drawn and examined? No 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? Yes

Has shaft now been changed? Yes If so, state reasons Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

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 Yes

Now done: - Vessel placed in Dry Dock. All outside fastenings examined and found in good order.

Damage stated to have been caused when the vessel encountered heavy weather on a voyage from Sydney, Nova Scotia to Murmanduk Nov 16<sup>th</sup> to Dec 25<sup>th</sup> 1941 and on a voyage from Murmanduk to New York Dec 29<sup>th</sup> 1941 to March 6<sup>th</sup> 1942.

Damage Repairs: - All crosshead, crank & main bearings opened up and examined. Crosshead pins found scored and bearings cracked. Crosshead pins skimmed up and new bearings fitted. Shaft shaft with collars & bearings examined & found good. L.P. guide found cracked & was re-metalled. H.P. & L.P. pistons lifted. L.P. & H.P. piston rod tapered skimmed up & refitted in good order. (boat 419)

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good and stable working condition and eligible in my opinion to remain as now classed without fresh record of survey but with notation of B.S. 4-42.

(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 140 lb., F.D., &c.)  
 CS 3,34

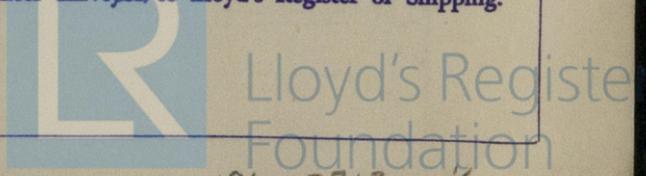
Survey Fee (per Section 29) B.S. £ \$: 45  
 Special Damage or Repair Fee (if any) £ \$: 60  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : :

Fees applied for June 22 1942  
 Received by me, John Briggs  
 19

John Briggs © 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 17 1942

Signed as now  
B.S. 4,42



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

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

S.S. "MIRLO"

B. S. Port, Star<sup>board</sup> & Fore<sup>castle</sup> main boilers examined internally and externally. All boiler mountings opened up, examined, placed in good order and re-fitted. Safety valves adjusted under steam to 180 lbs. Oil burning installation examined under working conditions and found good.

Boiler Repairs:-Port Boiler.

7 new tubes fitted in Outboard Furnace.

20 new tubes fitted in Centre Furnace.

9 new tubes fitted in Inboard Furnace.

Star<sup>board</sup> Boiler.

1 new tube and 1 stay tube fitted in Centre Furnace.

9 new tubes fitted in Outboard Furnace.

Fore<sup>castle</sup> Boiler

46 new tubes fitted in Port Furnace.

2 new tubes fitted in Centre Furnace.

1 new tube fitted in Star<sup>board</sup> Furnace.

All tubes expanded where found necessary.

J. Briggs.

Always due to heavy weather

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8.7.42

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