

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

(Received at London Office)

JAN 31 1940

27 JAN 1940

Date of writing Report \_\_\_\_\_ 10 \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ 19 \_\_\_\_\_ Port of **HULL**

No. in Book **853** Survey held at **Hull** Date, First Survey and Last Survey **15. 1. 1940**  
on the Machinery of the **Wood, Iron or Steel** **K "MARCONI"** (No. of Visits **one**)

Age } Gross **32 1/2** Vessel built at **Selby** By whom **Lochrane & Sons Ltd** When **1916** Month **6**  
Net **1 3/4** Engines made at **Hull** By whom **G.D. Holmes & Co. Ltd** When **1916** Month **6**  
Nominal Horse Power **86 kW** Boilers, when made (Main) **1916** (Donkey) ✓  
of Main Boilers **One** Owners **F & T. Ross Ltd** Owners' Address \_\_\_\_\_  
of Donkey Boilers **nil** Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
Main Pressure **200 lb** If Surveyed Afloat or in Dry Dock **Afloat** Port **HULL** Voyage \_\_\_\_\_  
Main Boilers **200 lb** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Donkey Boilers \_\_\_\_\_

St Report No. **50427** Port **HULL**

Particulars of Examination and Repairs (if any) **Completion B.S**

Periodical Surveys, when held, must be reported in detail and seriatim 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 summarized at the end of the report. State also the names and initials of any letters respecting this case.

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 ✓

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **no**

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

Where a survey was not done, state for what reasons? **previously examined**

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? ✓

What is the latest date of internal examination of each boiler? Present condition of funnel? **efficient**

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? **not adjusted**

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? ✓, 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? ✓, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? ✓ 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 the 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? ✓

What is the 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. ✓

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

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? ✓

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

How done.

**Furnaces examined together with combustion chambers all found in an efficient condition. Stbd furnace deflected but considered efficient, it is recommended that this furnace be again examined not later than 6-40.**

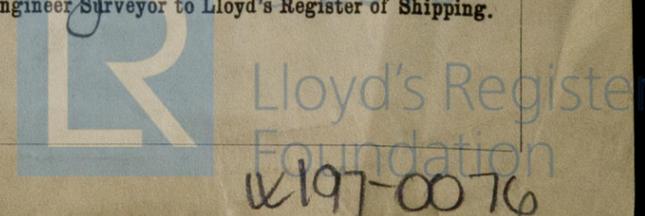
General Observations, Opinion, and Recommendation:— **The machinery of this vessel, (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)**

**As far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, and to have record of B.S. 12-39, subject to stbd furnace being examined not later than 6-40, as previously recommended**

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

**John Douglas**  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
Assigned \_\_\_\_\_  
**12.39**  
**Subject**



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

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

W197-0076