

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

(Received at London Office)

22 JUN 1942

Date of writing Report 17-6-1942 When handed in at Local Office 18 JUN 1942 Port of HULL

No. in Reg. Book. 29209 Survey held at Hull Date First Survey 27-5-42 Last Survey 9-6-1942 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. NEW TORONTO

Tonnage Gross 6568 Net 4044 Vessel built at Belfast By whom Harland and Wolff Ltd When 1919 10

Nominal Horse Power 517 Engines made at do By whom do When 1919 10

No. of Main Boilers 3 Boilers, when made (Main) 1919 10 (Donkey) —

No. of Donkey Boilers nil Owners Elder Dempster Line Ltd Owners' Address — (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb Managers — Port Liverpool Voyage —

in Donkey Boilers — If Surveyed Afloat or in Dry Dock Alexandra Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Part B.S. Gen. Ex.

(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?

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

" " Donkey " " "

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

29-5-42

std boiler

Present condition of funnel efficient

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? —

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 the mountings of the Main Boilers?

yes

, 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 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

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

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?

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

Part B.S. Gen. Ex. - S.R.L.

Starboard main boiler examined internally and externally together with safety valves, main stop valve, feed check valves, remainders of mounting examined externally.

S.R.L. 4484 4040 CHB. LR. 27-8-31-0 fitted. In completion of fitting the boiler hyd. tested to 180 lbs / sq. in. and found satisfactory.

Boiler examined under steam and safety valves adjusted as above.

To complete the B.S., the remaining boiler are to be examined in their General Observations, Opinion, and Recommendation:— Eligible in my opinion to remain

(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. 2, 11, B.&M.S. 2, 11, & L.M.C. 2, 11, or as classed, and to have record of B.S. 6, 42, on completion of survey.

It is submitted that item re centre furnace, std boiler be now deleted

Survey Fee (per Section 29) Part B.S. £ 2 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29) B.S. 27 £ 2 : 2 : 0

Travelling expenses (if chargeable) £ :

Committee's Minute FRI. 3 JUL 1942

Assigned

As now

Without effect

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.

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S.S. NEW TORONTO

entirety, and the safety valves of both boilers had adjusted.

General Examination

Now done Main and auxiliary machinery examined externally as far as practicable, found satisfactory. Aux. machinery examined under working conditions, no opportunity afforded to examine main engines under working conditions. Electrical installation megger tested and found satisfactory.

Plare 842, part held  
But the image of stars & bars removed  
107 due to part held. Not now  
advanced. A.E. carried out  
This submitted that this  
vessel WILL BE eligible  
for the record.  
+ Centre Boiler runways.  
+ Examined 642-1000  
now.  
Without special  
conditions.  
11/42



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