

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

(Received at London Office 28 MAY 1942)

Date of writing Report 13 May 42 When handed in at Local Office 22 MAY 1942 Port of LIVERPOOL

No. in Reg. Book. 29201 Survey held at Liverpool Date First Survey 22/4/42 Last Survey 5/5/1942 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel New Brunswick

Tonnage { Gross 6529 Net 4028 Vessel built at Delft By whom Harland & Wolff Ltd When 1919.6

Nominal Horse Power 517 Engines made at Delft By whom Harland & Wolff Ltd When 1919

No. of Main Boilers 558 Boilers, when made (Main) 1919 (Donkey)

No. of Donkey Boilers 806 Owners Han Dampier Line Ltd Owners' Address (if not already reported in Appendix to Register Book.)

Steam Pressure in Main Boilers 80 lb Managers (if not already reported in Appendix to Register Book.) Port Liverpool Voyage (if not already reported in Appendix to Register Book.)

in Donkey Boilers (if not already reported in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock By SR Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Last Report No. (if any) Port (if any)

Particulars of Examination and Repairs (if any) SRP + RPSL

(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? (if any)

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? no

If this was not done, state for what reasons not done

And what parts of the Boilers could not be thus thoroughly examined? (if any)

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? (if any)

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? (if any) To what pressure were they afterwards adjusted under steam? (if any)

Did the Surveyor examine the Safety Valves of Donkey Boiler? (if any) To what pressure were they afterwards adjusted under steam? (if any)

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? (if any) and of the Donkey Boilers? (if any)

Did the Surveyor examine the drain plugs of the Main Boilers? (if any) and of the Donkey Boilers? (if any)

Did the Surveyor examine all the mountings of the Main Boilers? (if any) and of the Donkey Boilers? (if any)

Has the screw shaft now been drawn and examined? no Is it fitted with continuous liner? (if any) Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? (if any)

Has shaft now been changed? (if any) If so, state reasons. (if any)

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

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 7/32

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? (if any)

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

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

Examined the propeller, main belt & ballast infections and fastenings of all Sea Coals Drives.

Minor repairs specified as per owners list.

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 safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 20)	£ <u>✓</u> :	Fees applied for
Special Damage or Repair Fee (if any) (per Section 20.)	£ :	19
Travelling expenses (if chargeable)	£ :	Received by me,
		19

(Signature)
Engineer Surveyor to Lloyd's Register of Shipping.

LICENCE CASE
Committee's Minute
Assigned as now

LIVERPOOL

Lloyd's Register Foundation
4200-0151

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Noted

9/1/42

Wm. D. ...

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Extensive handwritten notes in the lower right quadrant, including the name 'Wm. D.' and various illegible entries.

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