

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

(Received at London Office 12 Nov 1942)

Date of writing Report 15th October 1942 When handed in at Local Office 19 Port of PORT NATAL
 No. in Survey held at PORT NATAL Date, First Survey and Last Survey 8th October 1942
 Reg. Book. 29546 the Machinery of the Steel S.S. "NOVA SCOTIA" (No. of Visits one)
 Tonnage { Gross 6796 Vessel built at Barrow By whom Vickers Ltd Year. Month. When 1926 6
 Net 3841 Engines made at - Do - By whom - Do - When -
 Nominal Horse Power 1047 Boilers, when made (Main) 1926 (Donkey) -
 No. of Main Boilers 5 Owners Johnston Warren Lines Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers Furness, Withy & Co Ltd Port Liverpool Voyage -
 Steam Pressure 215 lbs If Surveyed Afloat or in Dry Dock Cylon (State Name of Dock.)
 In Main Boilers - In Donkey Boilers -

Last Report No. 7641Port Born

Particulars of Examination and Repairs (if any)

Part 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.

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

as 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? Yes

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

this was not done, state for what reasons?

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

So 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?

the latest date of internal examination of each boiler After Port, Centre, and Starboard 8/10/42 Present condition of funnel Good

the Surveyor examine the Safety Valves of the Main Boiler? Yes P.C. and S. To what pressure were they afterwards adjusted under steam? -

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

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

the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

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

screw shaft now been drawn and examined? No 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? -

shaft now been changed? - If so, state reasons.

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? -

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? -

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done 2 Ford. Boilers to be examined

and the Safety Valves of all boilers adjusted under steam.

The After Port, Centre, and Starboard Boilers were examined internally and externally, and all their mountings, condition good.

Repairs:- 12 tubes expanded in comb. chamb. of Starboard low furnace of Centre Boiler.

General Observations, Opinion, and Recommendation:— The Machinery of this

(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, etc.; 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., etc.)

Vessel is eligible in my opinion to remain as classed, with record of B.S. 10.42, when the two Ford. Boilers have been surveyed, and the Safety Valves of all boilers adjusted under steam.

Fee (per Section 29) Part B.S. £ 8 8 0

Damage or Repair Fee (if any) £ 5 6

ing expenses (if chargeable) £ 5 6

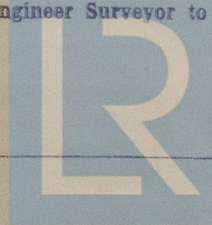
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PRESE 1000/5/11

Fees applied for
9/10/1942
Received by me,
19

8 Nov Jones
Acting Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W203-0003

BS due 10.42 party held.

It is submitted that this
vessel WILL BE eligible
for the record. BS 10.42 when the two
forward boilers have been
examined & all safety valves
adjusted.

L.H.
25/11/42.



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