

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

(Received at London Office 18 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 (No. of Visits one)

Reg. Book. 29546 on the Machinery of the Steel S.S. "NOVA SCOTIA"

Tonnage Gross 6796 Vessel built at Barrow By whom Vickers Ltd Year. Month. When 1926 5

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

No. of Donkey Boilers 1 Managers Furness, Withy & Co Ltd Port Liverpool Voyage

In Main Boilers 215 lbs If Surveyed Afloat or in Dry Dock Cylons (State Name of Dock.)

In Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

Last Report No. 7641 Port Bom

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? Yes

If this was not done, state for what reasons?

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?

State latest date of internal examination of each boiler. Officer Port, Centre, and Starboard 8/10/42 Present condition of funnel(s) Good

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

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 all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

Is a screw shaft now fitted at the after end of the shaft to permit of it being efficiently lubricated? No Is it fitted with continuous liner? Yes

Is the shaft now 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

State 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? 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 2 Ford. Boilers to be examined

and the Safety Valves of all boilers adjusted under steam.

The Officer 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) (per Section 29.)

Printing expenses (if chargeable) £ 5 6

Received by me, 19

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

Stamp: FRI. 27 NOV 1942

Signature: As now

Stamp: W203-0003

Stamp: Lloyd's Register Foundation

Stamp: 1000/5/41

Stamp: 2020

Stamp: Lloyd's Register Foundation

Stamp: W203-0003

Stamp: Lloyd's Register Foundation

BS due 10.42 of arctic field.

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.
25/10/42.



© 2020

Lloyd's Register
Foundation