

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

Date of writing Report 14.8.1941 When handed in at Local Office 22 AUG 1941 (Received at London Office 22 AUG 1941) Port of Opsumich

No. in Reg. Book. 61908 Survey held at Farmouth Date. First Survey and Last Survey 14.8.1941 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel S.S. NORWICH TRADER Year. Month. 1908 12

Tonnage { Gross 217 Vessel built at Silley By whom Cochrane & Sons When 1908 12  
 Net 81 Engines made at St. Jarmouth By whom Crabtree & Co. Ltd. When 1908

Horse Power 33 Boilers, when made (Main) 1911 1910 (Donkey) ✓

No. of Main Boilers one Owners St. Jarmouth S. Co. Ltd. Owners' Address Port Farmouth Voyage —

No. of Donkey Boilers ✓ Managers ✓ If Surveyed Afloat or in Dry Dock Quay (State name of Dock.)

Steam Pressure in Main Boilers 130 lb. in Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —Particulars of Examination and Repairs (if any) Comp. 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.)

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 each Main Boiler separately and make a thorough examination at this time? ✓

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

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 ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 130 lb. D.

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? 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? ✓

Has shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 Complete

how done

Boiler examined under steam & its Safety valves adjusted to 130 lb. per sq. inch.

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, B.S. 2, 11, B.&M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

So far as seen, is in a safe working condition & eligible in my opinion to remain as classified & to have record of B.S. 7-41.

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

Committee's Minute FRI. 12 SEP 1941Assigned BS 7-41

D. J. Bill 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

W203-0023

It is submitted that  
this vessel is eligible for  
**THE RECORD.** BS 7.41.

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10/9/11

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Foundation