

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

(Received at London Office 23 JUL 1941)

Date of writing Report 15 July 1941, When handed in at Local Office 116 JUL 1941 Port of LIVERPOOL

No. in Reg. Book 82275 Survey held at Liverpool Date First Survey 29 May Last Survey 19 June 1941
(No. of Visits 4)
Surveyor Robert L. Holt

Tonnage { Gross 2918 Vessel built at Middlesbrough By whom Smith, D.K. & Co. When 1926
Net 1793 Engines made at Middlesbrough By whom Smith, D.K. & Co. When 1926

Nominal Horse Power 256 Boilers, when made (Main) 1926 (Donkey) 1926
No. of Main Boilers 258 Owners Holt & Co (Liverpool) Ltd Owners' Address Liverpool Voyage ✓
No. of Donkey Boilers 1 Managers ✓

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 100 lb (State name of Dock.) Queens Dock

Last Report No. 115749 Port Liv.

Particulars of Examination and Repairs (if any) Part DBS + 100 A1
hull preboard
2.41
DBS. 12-39
15.02.40
S.S. L14 Rev. 7.38

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? no

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 Main boilers not due

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 Okly boiler 29.5.41 Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ 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? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? none

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 ✓

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 To Complete the DBS the Safety Valves remain to be adjusted under steam: this will be done on vessel's return from present voyage.

Now done DBS. Examined the Donkey boiler alternately & internally together with its mountings.

Repairs (License) All plain tubes renewed in both main boilers. mountings overhauled.

Superheater elements overhauled.

Evaporator coils renewed

Feed heater overhauled.

Cleaning engine overhauled

Reimperal. Plain Cylinder bored out & new rings fitted.

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, E.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 110 lb., F.D., &c.)

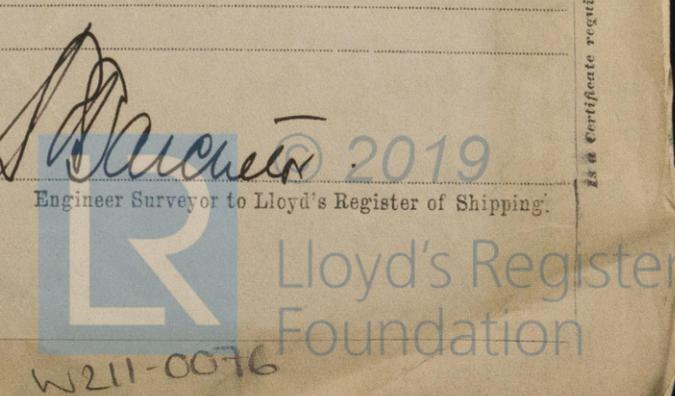
The machinery of this vessel is in safe working condition and eligible in our opinion to remain as Classed hull preboard record of DBS. 6.41 on completion.

Survey Fee (per Section 29) DBS. £ 2-- Fees applied for 116 JUL 1941

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, ✓

Travelling expenses (if chargeable) £ : : 19. ✓

Committee's Minute LIVERPOOL 22 JUL 1941
Assigned Deferred.



W211-0076

10m.2.41.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

Is a Certificate required? If so, to be sent to

Completed the DBS due 12.40 & partly
held 6.41 adjust to safety values
to be held on return

Notes

Thu

28.7.41

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