

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

(Received at London Office 30 JAN 1942)

Date of writing Report 28 JAN 1942 When handed in at Local Office Port of Hull

No. in Survey held at 2910 Date. First Survey 15.1.42 Last Survey 19.1.1942

Book. on the Machinery of the Wood, Iron or Steel S.S. SWYNFLEET

Gross 1168 Vessel built at Sunderland By whom Osbourne Graham & Co When 1914.12

Net 689 Engines made at do By whom N.E. Marine Eng Co Ltd When 1914

Nominal 148 Boilers, when made (Main) 1914 (Donkey) 1914

Power of Main Boilers 150 Owners Ouse S.S. Co Ltd Owners' Address

of Donkey Boilers 02 Managers A.W. Atkinson (if not already recorded in Appendix to Register Book.)

Steam Pressure Main Boilers 180 If Surveyed Afloat or in Dry Dock Port Goolle Voyage

Donkey Boilers 70 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. Port

Particulars of Examination and Repairs (if any) B.S. & 8in Pipe

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

sides 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.

Is 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

" " Donkey " " No.

If this was not done, state for what reasons My Boilers not submitted for survey.

What parts of the Boilers could not be thus thoroughly examined?

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? 17-1-42.

What was the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb 10"

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? 70 lb 10"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? No.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? No.

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? No.

Has the screw shaft now been drawn and examined? 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 the shaft now been changed? If so, state reasons.

Has the shaft now been 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?

What was 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?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was 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 B.S. the Donkey

Boiler require to be examined in its entirety.

As does: - Boiler examined internally externally with manholes, doors & fastenings

Tube nipples examined & a few leaking holes made tight.

It had been the Surveyor's intention to remove a number of tubes at this time, but labour was not

available. It is stated that this will be done on the Vessel's return from the present voyage. Meanwhile

the boiler is efficient.

Main Boiler and Donkey Boiler examined under steam & the Safety Valves of both adjusted

as above. The Donkey Boiler is not at present provided with easing gear. (This Boiler has been

out of use for some time, and the Vessel has changed ownership since last survey. A search is being made).

Main Steam pipes examined internally externally & checked to 360 lb 10" & found good.

General Observations, Opinion, and Recommendation: - The Machinery of the Vessel, as far as

(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.)

As seen in, in my opinion, eligible to remain as classed & to have full record

B.S. 1-42 when the Donkey Boiler has been examined and easing gear supplied.

Fees applied for 28 JAN 1942

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed

FRI. 13 FEB 1942

Deferred

Lloyd's Register

Foundation

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Lloyd's Register Foundation



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As due with part held

(now reported back)

Submitted action be deferred.

9/1/12

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