

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

(Received at London Office)

SEP - 5 1940

Date of writing Report 24th Augst 1940 When handed in at Local Office 19 Port of Liverpool
 in Survey held at Liverpool Date, First Survey 21st Augst Last Survey 22nd Augst 1940
 Book. 63 on the Machinery of the Wood, Iron or Steel Craftsman (No. of Vessel)

Gross 8022 Vessel built at Haverhill Mill-on-Tyne By whom Jurness S.R.G. Ltd Year. Month. 1922 5
 Net 5075 Engines made at Salmon By whom J. Brown & Co Ltd When 1922
 Main Boilers 458 Boilers, when made (Main) 1922 (Donkey) ✓
 Owners Charterers S.P. Co. Ltd. Owners' Address Liverpool Voyage ✓
 Managers J. J. Harrison Port Liverpool
 If Surveyed Afloat or in Dry Dock Afloat
 (State name of Dock.) Dunsmuir Dock

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

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+L.M.C. P. 35.
Melter Deck		BS 5-40.
with Inboard		TS. CK 11-38.
11-38.		
P.L. Bkn No 3. P. 35.		
Fitted in oil fuel 5-22. FP above 150° F		
Adapted for carrying oil 3-29. FP above 150° in after dept tank.		

Report No. 114694 Port Liv
 Particulars of Examination and Repairs (if any) Damage

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has deferred his services for this purpose, and why they were declined.

Has 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

Where a special examination was not done, state for what reasons? not done

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? ✓

What is the latest date of internal examination of each boiler? ✓ 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? ✓ 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 the screw 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? ✓

What is the latest 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. ✓ Is electric light and/or power fitted? ✓

Engine parts, when referred to by numbers, should be counted from forward. ✓

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

Damage stated to have been sustained through shock from external explosion.

A gate valve in the main injection pipe line found fractured, has been removed and a new Copper distance piece, examined at works, fitted, and examined under working conditions.

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, B.M.S. 9, 11, L.M.C. 0, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 29 AUG 1940
 Special Damage or Repair Fee (if any) (per Section 29.) £ 3-3-
 Travelling expenses (if chargeable) £ : :

Received by me, S. J. Acuña
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 3 SEP 1940
 Assigned Deferred for Second Special Survey No. 1.

Deferred Deferred
11-38 11-38