

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

(Received at London Office 17 JUN 1942)

Date of writing Report 10 When handed in at Local Office - 4 JUN 1942 Port of LIVERPOOL

No. in Reg. Book 29224 Survey held at LIVERPOOL Date First Survey 14/4/42 Last Survey 30/5/1942 (No. of Visits 16)

on the Machinery of the ~~Wood, Iron or Steel~~ NEW FOUND LANI (P)

Tonnage Gross 6791 Net 3828 Vessel built at BARRON By whom WICKERS Ld When 1925 6

Nominal Horse Power 1047 Engines made at " By whom " When "

No. of Main Boilers 5 (S&P) Boilers, when made (Main) 1925 (Donkey)

No. of Donkey Boilers " Managers FURNESS WILBY & Co Ld Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 215 Port LIVERPOOL Voyage

in Donkey Boilers " If Surveyed Afloat or in Dry Dock LANGTON DOCKS Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port MS, TS

Particulars of Examination and Repairs (if any) + B. S.

(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?

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

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 P+S for CENTRE AFI 24/4/42 P+S for 15/5/42 Present condition of funnel(s) EFFICIENT.

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 215 lbs/sq"

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?

Has the screw shaft now been drawn and examined? YES Is it 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

Has shaft now been changed? YES If so, state reasons. SLACK LINER

Has the shaft now fitted been previously used? NO Has it a continuous liner? YES Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YES

State date of examination of Screw Shaft 26/5/42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. CLOSE FIT

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 M.S. ALL ITEMS REMAIN TO BE DEALT WITH EXCEPT THOSE NOW DONE.

Now Done: VESSEL PLACED IN DRYDOCK. PROPELLER SCREWSHAFT STERN BUSH SEA VALVES & COCKS & FASTENINGS EXAMINED.

EXAMINED HP CYLINDER & 2ND I.P. CYLINDER.

Lic No 7160 B.S. EXAMINED ALL BOILERS INTERNALLY & EXTERNALLY WITH MOUNTINGS DOORS & FASTENINGS & SAFETY VALVES ADJUSTED UNDER STEAM AS NOTED.

OIL BURNING INSTALLATION GENERALLY EXAMINED & FOUND SATISFACTORY. [P.T.O.] MINOR REPAIRS EFFECTED

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. 9,11, B.&K.S. 9,11, L.M.C. 9,11, or C.S. 3,34,)

WHERE NOW SEEN IS IN GOOD CONDITION & ELIGIBLE IN MY OPINION TO REMAIN AS CLASSIFIED WITH FRESH BELDAN + LMC MS 542 ON COMPLETION & BS 5.42 & TS CL 542 NOW

Survey Fee (per Section 29) B.S. £ 6 : 0 : 0 Fees applied for 19 JUN 1942

Special or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0 Received by me, 19 JUN 1942

Travelling expenses (if chargeable) £ : : : 19 JUN 1942

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Assigned B.S. 5.42. T.S. 5.42.

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
TMDA1 WITH FREEBOARD 8.41.		LMC 3.38, BS 4.40, CL 2.38.
SS LIV N°3-338.		
FITTED FOR OIL FUEL 6.25. F. P. ABOVE 150° F.		

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

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

H. Taylor © 2020 Engineer Surveyor to Lloyd's Register of Shipping.



1253-0027

