

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

(Received at London Office)

Reporting Report 10/8/43 19... When handed in at Local Office 11 AUG 1943 19... Port of Hull

Survey held at Hull Date. First Survey 1. 4. 43 Last Survey 24. 7. 1943

on the Machinery of the Wood, Iron or Steel S.S. "Portsea" (No. of Visits 4)

Gross 1583 Vessel built at Burn Island By whom Burn 115. Ltd AB Co Ltd Year. Month. When 1938 4

Net 943 Engines made at Greenock By whom Rankin & Blackmore Ltd When 1938

Boilers, when made (Main) 1938 (Donkey) -

Boilers 2 Owners Sea Steamship Co. Ltd Owners' Address -

Managers H. Brown, Atkinson & Co. Ltd (if not already recorded in Appendix to Register Book.) Port Hull Voyage -

If Surveyed Afloat or in Dry Dock at Victoria, Australia (State name of 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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A1</u> <u>10. 4. 2</u>		<u>LMC 4.31</u> <u>T.S.C.L. 1.42</u>
<u>Large Boilers</u> <u>not fitted</u>		

Port No. - Port -

Types of Examination and Repairs (if any) B/S General Examination

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 the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Special 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

Do Donkey Boilers? Yes

Reasons for what reasons? - What parts of the Boilers could not be thus thoroughly examined? -

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? -

Date of internal examination of each boiler. 5/11/42 on 1/4/42 Port on 5/4/43

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs/sq"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has a new shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? No If so, state reasons. - Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft - State the wear down in the shaft -

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward. If survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Main boilers examined internally & externally together with principal mountings all found in satisfactory condition. Run under steam safety valves adjusted. Minor repairs effected.

General examination made externally, electrical circuits suggested tested found to be good.

Engine stated satisfactory to date. A number of minor repairs effected.

Surveyor decided to take this opportunity to renew all superheated elements.

1 Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible, in my opinion,

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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

remain as classed with fresh record B/S 4/43.

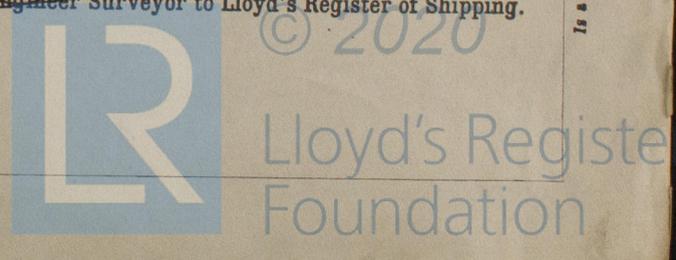
Fee (per Section 29) B/S £ 3 : - : - Fees applied for

Damage or Repair Fee (if any) (per Section 29.) £ : : : 11 AUG 1943

Expenses (if chargeable) £ : : : Received by me, H. Clive Jempe

Surveyor's Minute FRI. 27 AUG 1943 Engineer Surveyor to Lloyd's Register of Shipping.

BS 7.43



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

W256-0079

BS due 4.42 (as fact - BS to. 1) now held.  
A general examination held.  
Paperweight taken removed.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 7.43.

Examined 7.43.

*[Handwritten signature]*  
25/8/43.



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