

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

(Received at London Office)

15 MAY 1941

Date of writing Report 25th APRIL 1941 When handed in at Local Office 26 APR 1941 Port of LIVERPOOL
 No. in Survey held at PRESTON. Date, First Survey and Last Survey 24th April 1941
 on the Machinery of the Wood, Iron or Steel "DOMINO" (No. of Visits one)

Gross 1453 Net 711 Vessel built at SCHIEDAM. By whom NEW WATERWAY S. B. Co. Year. Month. 1925 2
 Engines made at do. By whom do. When 1925
 Boilers, when made (Main) 1925 (Donkey) -
 Owners ELLERMAN'S WILSON LINE Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port HULL. Voyage
 If Surveyed Afloat or in Dry Dock PRESTON DOCK. (State name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) PART B.S.

Periodical Surveys, when held, must be reported in detail and serialim 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? Yes.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " "

this was not done, state for what reasons? Yes.

and what parts of the Boilers could not be thus thoroughly examined? Yes.

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? Yes.

State latest date of internal examination of each boiler STARD. 24th April 1941 Present condition of funnel(s) Yes.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? NOT ADJUSTED.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? Yes.

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 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 Yes.

Has the shaft now fitted been previously used? Yes. 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 Yes. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Yes. Is electric light and/or power fitted? Yes.

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Yes.

The port boiler to be examined in its entirety and all safety valves to be adjusted. This will be done at Liverpool at an early date. now done:- Examined boiler internally and externally with mountings, safety valves, man hole doors & fastenings.

This vessel has been examined by the Liverpool district surveyor.

General Observations, Opinion, and Recommendation: The machinery of this vessel so
 (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 now seen is in good condition and eligible in my opinion to remain as now classed with first record BS 4,41.

Survey Fee (per Section 29) £ 3 : 0
 Special Damage or Repair Fee (if any) £ : 0
 Travelling expenses (if chargeable) £ : 0

Fees applied for
8 MAY 1941
 Received by me,
19

R. B. Guer.

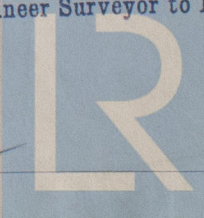
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Deferred.

LIVERPOOL 14 MAY 1941



Lloyd's Register
 Foundation

W26-018

