

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

(Received at London Office 2 SEP 1943)

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of **LIVERPOOL**.

No. in Survey held at **LIVERPOOL**. Date. First Survey **9** Last Survey **28.8.1943**
Reg. Book. **14058** on the Machinery of the **W.M.M.M. Steel** **S/S. SPEKE**. (No. of Visits.....)

Tonnage { Gross **214** Vessel built at **SELBY** By whom **COCHRANE & SONS, LD.** When **1913. 4.**
Net **92** Engines made at **HULL** By whom **C.D. HOLMES** When **1913.**
Nominal Horse Power **55** Boilers, when made (Main) **1913** (Donkey)
No. of Main Boilers **1SB** Owners **EDWARD NICHOLSON, LD.** Owners' Address.....
No. of Donkey Boilers Managers..... Port **LIVERPOOL** Voyage.....
Steam Pressure in Main Boilers **140 lbs.** If Surveyed Afloat or in Dry Dock **Afloat**
in Donkey Boilers..... (State name of Dock.) **BARSTON**

Last Report No. **118707** Port **Liver**

Particulars of Examination and Repairs (if any) **BOILER SURVEY**
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.

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (Including date of N.E., if any)
+100A1.		+LMC. 11-38.
2-42. BNG.		BS. 8-42.
SS. OST. 2nd No. 3-11-38.		T.S. 2-42.

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

as a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside ~~the~~ Main Boiler ~~separately~~ and make a thorough examination at this time? **YES.**

" " Donkey " " " "

not, state for what reasons 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?

the latest date of internal examination of each boiler. **24th AUGUST. 1943.** Present condition of funnel **GOOD.**

Did the Surveyor examine the Safety Valves of the Main Boilers? **YES.** To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? 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? **NO.** Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the screw bush Is electric light and/or power fitted? **No** 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?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **To complete the survey, the safety valves remain to be adjusted.**

NOW DONE Main boiler examined internally & externally with mountings, manholes, doors & fastenings, found in satisfactory order & condition.

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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)
The machinery of this vessel is in safe working order & condition, eligible in my opinion to remain as classed with fresh record of B.S. 8.43 when safety valves have been adjusted.

Survey Fee (per Section 29)..... £ **2** : - : - Fees applied for **26 AUG 1943**
Special Damage or Repair Fee (if any)..... £ : : : Received by me,
Travelling expenses (if chargeable)..... £ : : : 19

C.D. Holmes
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **LIVERPOOL 31 AUG 1943**
Signed **As now**



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

1940

1940

Not part of due 8/8

Run 3.9.43

Handwritten signature

5

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Vertical handwritten notes in the center, including 'B.2.8' and 'B.2.8'.

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YES

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Vertical handwritten notes on the far right, including 'B.2.8' and 'B.2.8'.

140

128

22

28

514

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