

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

Date of writing Report 16th OCTOBER 1939.

When handed in at Local Office 18 OCT 1939

(Received at London Office)

25 OCT 1939

No. in Survey held at 1827 on the Machinery of the Wood, Iron or Steel

Port of LIVERPOOL

Date, First Survey 29th SEPT.Last Survey 14th OCT. 1939.

(No. of Visits 5)

Gross 307
Net 150

Vessel built at Selly

By whom Oakeham & Sons, Ltd.

Year. Month.

When 1916 1

Nominal Horse Power 150

Engines made at Hull

By whom C. D. Holmes & Co. Ltd.

When 1916

of Main Boilers 150

Boilers, when made (Main) 1916

(Donkey) ✓

of Donkey Boilers ✓

Owners Mount Steam Towing Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Main Pressure 180 lb.

Managers Sir G. E. J. Moody

Port

Voyage Fishing

Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock Shipway.

(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.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 #1		1 A.M.C. 7,37
100 #2		1 A.M.C. 12,38
100 #3		1 A.M.C. 12,36
100 #4		
100 #5		
100 #6		
100 #7		
100 #8		
100 #9		
100 #10		

Last Report No. Port

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

Periodical Surveys, when held, must be reported in detail and serially 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 details and initials of any letters respecting this case.

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 each Main Boiler separately and make a thorough examination at this time? yes.

" " Donkey " " " "

this was not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

So 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 29th SEPT. 1939.

Present condition of funnel good.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes.

To what pressure were they afterwards adjusted under steam? 180 lb.

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? 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 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? ✓

Has shaft now been changed? No. If so, state reasons ✓

Has the 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? ✓

State date of examination of Screw Shaft 3rd OCT. 1939. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft good fit.

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

Is electric light and/or power fitted? ✓

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? ✓

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

How done: Vessel placed on slipway. Propeller, screw shaft, stern bush and outside fastenings examined.

Boiler examined internally and externally with mountings, safety valves, man hole doors and fastenings.

Steam furnace found to be distorted gauged and from previous records there has been no further distortion. In my opinion this furnace in its present condition is efficient. The safety valves were adjusted under steam to the pressure stated above.

Repairs wear & tear. All plain and one stay tube renewed. One screw stay renewed. Minor repairs to mountings, stern bush renewed. New C.I. propeller fitted.

General Observations, Opinion, and Recommendation:—The machinery of this vessel so far (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.) is now seen to be in good and safe working condition and eligible in my opinion to remain as now classed with fresh record B.S. 10,39 and notation T.S. 10,39.

Survey Fee (per Section 20) B.S. £ 2 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 20.) £ 2 : 2 : 0

Travelling expenses (if chargeable) £ : :

Fees applied for

19

Received by me,

Committee's Minute

Assigned

B.S. 10.39. T.S. 10.39.

R. B. Grier

Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation

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