

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

(Received at London Office 29 JUL 1942)

Date of writing Report

When handed in at Local Office

Port of LIVERPOOL

No. in
Reg. Book.

Survey held at Fleetwood

Date First Survey

Last Survey 18-7, 1942

(No. of Visits)

on the Machinery of the Wood, Iron or Steel

TRANSVAAL.

Tonnage

Gross 250
Net 119

Vessel built at Selby

By whom

Boehmans + Sons Ltd.

When 1916-6

Nominal
Horse Power

88 RHP

Engines made at

Sull.

By whom

Amos + Smith Ltd.

When 1916-6

No. of Main Boilers

Boilers, when made (Main) 1916

(Donkey)

No. of Donkey Boilers

Managers

Owners' Address

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

Port

Fleetwood Voyage

Steam Pressure

180

in Main Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).CHARACTER.
X 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).+100A1 Steam
Trawler.
2-41.+LMC 12-38
BS 2-41
TS(42) 2-41.

SS F.T. N°3 7-29

SS F.T. N°2 38.

EXD 6-42.

Last Report No. 118048 Port Liv.

Particulars of Examination and Repairs (if any) Small of R.

(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?

" " Donkey " "

If this was not done, state for what reasons See Rev. Report to 118048.

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

Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes Under Steam 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? , 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? , and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat.

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

Complete.

So Done:- The main boiler examined under steam + safety valves adjusted to pressure as above + found satisfactory

General Observations, Opinion, and Recommendation:- The handling of the 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, H.B.M.S. 9,11, X L.M.C. 9,11, or C.S.B. 34,

X L.M.C. 140 lb., F.D., &c.)

as far as seen is eligible in my opinion to remain as classed with first record of B.S. 6-42. as previously recommended.

Survey Fee (per Section 29)

£

:

:

Fees applied for

19

Special Damage or Repair Fee (if any)
(per Section 29.)

£

:

:

Received by me,

19

Travelling expenses (if chargeable)

£

:

:

Committee's Minute

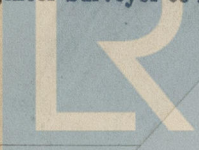
LIVERPOOL

28 JUL 1942

Assigned

B.S. 6-42.

Note.

M. Lindsay
Engineer Surveyor to Lloyd'sLloyd's Register
Foundation

W273-0028

Noted

No 3 due 741 part held 642

not advanced

Examined 642

27/11

578/42

14.3.2.8



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Lloyd's Register
Foundation