

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

(Received at London Office, NOV 29 1939)

of writing Report 23rd Nov. 1939 When handed in at Local Office 24. 11. 1939 Port of Liverpool
 Survey held at Liverpool Date, First Survey 23rd Oct. 1939 Last Survey 18th Nov. 1939
 on the Machinery of the Wood, Iron or Steel Polycarp (No. of Visits 12)

Gross 3577 Vessel built at Warrington By whom Barclay Curle & Co. Ltd Year. Month. 1918. 4.
 Net 2249 Engines made at Warrington By whom Barclay Curle & Co. Ltd When 1918.
 Main Boilers 358 Boilers, when made (Main) 1918. (Donkey)
 Owners W. S. G. Ltd. Owners' Address Liverpool Voyage ✓
 Managers ✓ If Surveyed Afloat or in Dry Dock Dock (State name of Dock.) Herculeum Dry Dock

Report No. ✓ Port ✓
 Particulars of Examination and Repairs (if any) Part LMC.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year and Month when now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
+ 100 A1		+ LMC 8.35.
11.38.		B5 12.38.
		15 09. 11. 38.
S. S. L. No. 3. 12.30		
S. S. Bla. No. 35.		

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sing detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined

Has a 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

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time?

Were any parts of the Boilers not done, state for what reasons?

Were any parts of the Boilers which could not be thus thoroughly examined?

Were any 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 the date of internal examination of each boiler? S. S. L. No. 3. 25th Oct. S. S. Bla. No. 35. 31st Oct. Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lbs.

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? None, and of the Donkey Boilers?

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

Has the propeller shaft now been drawn and examined? No 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? Yes

Has the propeller shaft now been changed? If so, state reasons

Has the propeller shaft now been fitted with a continuous liner? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 18"

When the parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

If the examination is not complete, state what arrangements have been made for its completion and what remains to be done To Complete the LMC the following remain to be done. HP valve on PCylinder + PCylinder + valve, Crank turned and tunnel shafting, independent pumps (with a of Air + Ballast pumps) to be examined and steam pipes tested. also Electrical Equipment to be examined. This will be completed at a later date. See Log Book dated 3rd Oct 1939.

See Hull opt. 49490. This LMC now recommenced.

Examined HP cylinder + HP valve, main engine pumps and Condenser also Ballast & Circulating pumps.

Examined the propeller, sea cock + valve together with their fastenings + examined the pumping arrangement.

Examined all boilers externally + internally together with their mountings and adjusted their safety valves under steam as stated above.

Examined the steering engine.

Manoeuvring of engines tested and satisfactory. (Main engines under steam).

General Observations, Opinion, and Recommendation:—

Clearly state 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.)

The machinery of this vessel is in safe working condition and slight in opinion to remain as classed with fresh record of + LMC. 11.39 on completion and 11.39. now.

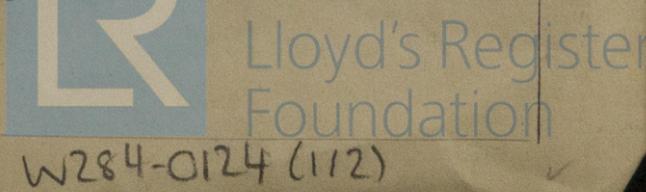
(per Section 29) £ 4 : - : Fees applied for

Damage or Repair Fee (if any) £ : : 25 NOV 1939

Expenses (if chargeable) £ : : Received by me, W. A. Battersby

Committee's Minute Deferred 28 NOV 1939

Signature W. A. Battersby Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

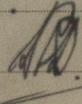
s.s. Polycarp.

Electrical equipment generally examined & found in safe working condition.
Sundry minor repairs effected.

W.S.

Arch repairs. Water fitted to Condenser at after (main) end, sound & tight under
working condition.

New Scum valve Chest fitted to Old boiler.





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