

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

(Received at London Office NOV 25 1938)

Date of writing Report 24. 11. 38 When handed in at Local Office 24. 11. 38 Port of Grimby

No. in Reg. Book 61838 Survey held at Grimby Date, First Survey 18. 11. 1938 Last Survey 18. 11. 1938 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel sc "Northern Isles"

Tonnage { Gross 655 Vessel built at Warrnambool By whom Deutsche --- AG. Seebach When 1936. 12
 Net 243 Engines made at " By whom " When "

Nominal Horse Power 164 Boilers, when made (Main) 1936 (Donkey) "

No. of Main Boilers 1 Owners Northern Traders Ltd Owners' Address " (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers H. Muckton Cook Port London Voyage Shipping

Steam Pressure in Main Boilers 224 If Surveyed Afloat or in Dry Dock Dry, Slipway (State name of Dock.)

in Donkey Boilers "

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER of the Special Survey	Years assigned to the Survey	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100 A1</u>	<u>4. 38</u>	<u>+ LMC 12. 38</u>
<u>Stn Traders</u>		<u>CL</u>
		<u>AP turbine sc</u>

Last Report No. " Port "

Particulars of Examination and Repairs (if any) T.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, 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?

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?

To what pressure were they afterwards adjusted under steam?

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 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 18. 11. 38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3"

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

Now done :- Examined propeller, screw shaft, stern bush & outside fastenings of sea connections.

Propeller (all blade tips broken) renewed. Screw shaft liner in way of neck bush scored & this has now been dressed up by filing.

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, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

CS 3, 34,

The machinery of the vessel is eligible, in my opinion, to remain as classed.

Note Screw shaft examined CL 11. 38

Survey Fee (per Section 20) £ : : Fees applied for 24. 11. 1938
attendance
 Special Damage or Repair Fee (if any) £ 1 : 1 : 0
 (per Section 20)
 Travelling expenses (if chargeable) £ : : 20. 12. 1938

Clive Bell

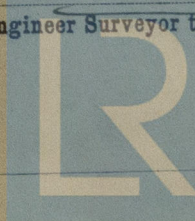
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 2 DEC 1938

Assigned

As now



Lloyd's Register
 W299-0095

Screw shaft has repaired

It is submitted that
this vessel is eligible to
remain as CLASSED.

5/11.38

Thus

27.11.38



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