

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

(Received at London Office 5- OCT 1945)

Writing Report *to Date* 19.11.45 When handed in at Local Office *to Date* 19.11.45 Port of **CARDIFF**

Survey held at **CARDIFF** Date. First Survey **17th Sept.** Last Survey **22nd Sept.** 19**45**
(No. of Visits.....)

on the Machinery of the ~~XXXXXXX~~ Steel **"IWATE"**

Gross **314** Vessel built at **SELEY.** By whom **COCHRANE & SONS LTD.** When **1940 1**

Net **116** Engines made at **HULL.** By whom **AMOS & SMITH LTD.** When **1940**

Boilers, when made (Main) **1940** (Donkey) **-**

Boilers **1** Owners **NEALE & WEST LTD.** Owners' Address **-**

Managers **-** (if not already recorded in Appendix to Register Book.)
Port **CARDIFF.** Voyage **-**

Boilers **2001b.** Surveyed Afloat ~~XXXXXX~~ **WEST DOCK.**
(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.	Years assigned expired	Machinery and Boiler Surveys (Including date of N.B., if any)
*100A1		LMC1.40
Stm Trawler		BS6.45
4.41		TS(CL)1.41.
Fitted for oil fuel		1.40FP above
150°F		

Port No. _____ Port _____
Reasons of Examination and Repairs (if any) **Completion of M.S.**

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 stated at the end of the report. State also the dates 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.

Has a special damage report been made by anyone else? If so, by whom? _____

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? **-**

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? **-**

What reasons were there for not examining the Boilers? What parts of the Boilers could not be thus thoroughly examined?

What 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?

What means of internal examination of each boiler were adopted? Present condition of funnel(s) _____

Did you examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? _____

Did you examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam? _____

Did you examine all the manholes, doors and their fastenings of the Main Boilers? _____, and of the Donkey Boilers? _____

Did you examine the drain plugs of the Main Boilers? _____, and of the Donkey Boilers? _____

Did you examine all the mountings of the Main Boilers? _____, and of the Donkey Boilers? _____

Has the shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft 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

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Examined Independent Centrifugal, circulating pump, Ballast and Feed pumps, Both fuel pumps, fuel transfer pump, Fan engine, Dynamo engine and Top oil fuel Heater and all found or placed in good order. Machinery subsequently tried under working conditions and found satisfactory. Steam pipes examined and found in good condition.

Ballast and Feed pumps:- Piston and bucket rings renewed.

Circulating pump:- Piston rod and valve spindle skimmed, gland and neck bushes renewed.

Fan Engine:- rod skimmed, gland and neck bushes renewed, piston rings renewed.

Both Fuel Pump shuttle valves renewed.

Oil Fuel Heater (top):- Element renewed (certificate herewith.)

Observations, Opinion, and Recommendation: **The Machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as classed with fresh record of LMC M.S.8,45 as recommended.**

Fees applied for _____
Received by me, _____
Signature: *Hosler*
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 23 NOV 1945

+ LMC 8,45
S. 8,45
CERTIFICATE WRITTEN



Lloyd's Register of Shipping Foundation W300-0228

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

Is a Certificate required? If so, to be sent to _____