

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

(Received at London Office) # SEP 1939

Date of writing Report 8-9-39 When handed in at Local Office 8/9 1939 Port of Antwerp

No. in Reg. Book. 3878 Survey held at Antwerp Date, First Survey 16-8- Last Survey 8-9-1939 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel M.Y. LILY MAID IV.

Tonnage { Gross 18.81 Vessel built at Sartrowille S.O. By whom Chart. Nav. de Sartrowille When 1928 7  
Net 13.76 Engines made at ✓ By whom Gardner When 1935

Nominal Horse Power 18 Boilers, when made (Main) ✓ (Donkey) ✓

No. of Main Boilers ✓ Owners Capt. C.E.R. Lambert Owners' Address ✓  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers ✓ Port Antwerp Voyage ✓

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock City D.D. No. 3, Book 14 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. ✓ Port Antwerp

Particulars of Examination and Repairs (if any) L.M.C.

(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. 6 March 1939 S(Y))

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) Efficient

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? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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 16-8-39 State the distance between ligament or bearing metal of stern bush and top of after bearing of screw shaft As fit

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Now DONE:- Vessel placed in dry dock, propeller, propeller shaft, stern bush & sea cocks & their connections & their fastenings examined. All cylinders, pistons, valves & valve gears, connecting rods & their top & bottom ends & brasses, pumps, clutch, & reversing gear, crank, thrust, & intermediate shafting, starting air bottles (2) examined internally & tested with hydraulic pressure to 500 lbs sq. in. Main & Aux. compressors completely opened out & examined. Aux. lighting generator engine completely opened out & examined. Electric installation Megger tested. Fuel storage tanks examined. Machinery tried under working conditions.

REPAIRS:- Propeller shaft in way of bearings, skimmed up, stern bush re-metalled & bored out. Reverse gear, 1 gearwheel renewed.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now

(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.)

in good condition & eligible in my opinion to remain as now classed

in the Register Book & to have fresh record of +L.M.C. 9-39 & notation

T.S. 8-39 B.

Survey Fee (per Section 29) £17.50 Fees applied for 8-9-1939

Special Damage or Repair Fee (if any) £ Received by me, 19

Travelling expenses (if chargeable) £ 19 SEP 1939

Committee's Minute + L.M.C. 9.39

Assigned CERTIFICATE WRITTEN

C. Camshaft 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



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