

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

Date of writing Report

8-9-39

When handed in at Local Office

8/9

1939

Port of

SEP 1939

No. in
Reg. Book.

Survey held at

Antwerp

Date, First Survey

16-8-

Last Survey

8-9-1939

(No. of Visits)

6.

3878 on the Machinery of the Wood, Iron or Steel *M.Y. LILY MAID IV.*Tonnage { Gross 18.81
Net 37.76Vessel built at *Sartrowille S.O.* By whom *Chant. Nav. de Sartrowille*

When 1928 7

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.L. Rumbolt.*

Owners' Address ✓

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

Port

jersey

Voyage ✓

No. of Donkey Boilers ✓

Managers ✓

Steam Pressure—

in Main Boilers ✓

If Surveyed Afloat or in Dry Dock *City D.D. No. 3. Book 14*

(State name of Dock.)

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

Last Report No.

Port

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

(Periodical Surveys, when held, must be reported in detail and verbatim 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 3(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 *A ft*

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. Reversing 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.)

L.M.C.

CS 2, 34,

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

Special Damage or Repair Fee (if any)

£

(per Section 29)

Travelling expenses (if chargeable)

£

Fees applied for

8-9-1939

Received by me,

19

Committee's Minute

Assigned

+ L.M.C. 9.39

CERTIFICATE WRITTEN

C. Camshaft

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W316-0254

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

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