

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

(Received at London Office OCT 27 1937)

Date of writing Report 21st Oct 37 When handed in at Local Office 22 OCT 1937 Port of LIVERPOOL

No. in Reg. Book. 1957 Survey held at Liverpool Date, First Survey 13th Oct Last Survey 18th Oct 1937 (No. of Visits 3)

Tonnage { Gross 9337 Net 5471 Vessel built at Belfast By whom Harland & Wolff Ltd When 1926 P. Engines made at Belfast By whom Harland & Wolff Ltd When 1926 Boilers, when made (Main) (Donkey) 1926

Nominal Horse Power 1651 Owners Uden Smelteries Ltd Owners' Address (if not already recorded in Appendix to Register Book.) Port Liverpool Voyage

No. of Main Boilers ✓ Managers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Atkins Dock

No. of Donkey Boilers 1 Team Pressure in Main Boilers ✓ in Donkey Boilers 100 lb

Last Report No. 109510 Port Liv

Particulars of Examination and Repairs (if any) CS + DBS

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 14th October

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? 100 lb

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? none

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has screw 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? ✓

Has shaft now been changed? ✓ 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 ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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 CS. Please see previous reports.

Examined Port No 4 M.E. Cylinder piston & liner
Examined Starboard No 3 M.E. Gearshead & crank pin also brasses.
No 2 Aux engine (Centre). Examined No 1 2 & 3 main bearings

Examined the donkey boiler externally & internally together with its mountings and adjusted its safety valve under steam as stated above.

Spare piston fitted to No 4 Port M.E. Cylinder. (Machining process in original piston)

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.)

L.M.C. CS 3, 34,

The Machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed with fresh records of CS with date on completion and DBS 10.37.

Survey Fee (per Section 29) £ 2 : - : - Fees applied for

Special Damage or Repair Fee (if any) £ : : : 22 OCT 1937

Travelling expenses (if chargeable) £ : : : Received by me, 15/11/37

Committee's Minute LIVERPOOL 26 OCT 1937

Assigned DBS 10.37.

Note by CS.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W324-0006

Noted

[Signature]

28/10/37

Received of Mr. D. G. G.

the sum of £100.00 (one hundred pounds) for the purchase of the land at the corner of the road and the river.

The land is situated in the parish of St. Michael, in the county of Devon, and is bounded on the north by the road, on the south by the river, on the east by the land of Mr. D. G. G., and on the west by the land of Mr. D. G. G.

The land is of the extent of one acre, and is situated in the parish of St. Michael, in the county of Devon, and is bounded on the north by the road, on the south by the river, on the east by the land of Mr. D. G. G., and on the west by the land of Mr. D. G. G.

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