

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

(Received in London Office OCT 27 1937)

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

No. in Reg. Book. 957 Survey held at Liverpool Date, First Survey 13th Oct Last Survey 18th Oct 1937 (No. of Visits 3)

Tonnage } Gross 9337 Vessel built at Belfast By whom Harland & Wolff Ltd When 1926 P.  
 Net 5471 Engines made at Belfast By whom Harland & Wolff Ltd When 1926  
 Nominal Horse Power } 1651 Boilers, when made (Main) (Donkey) 1926

No. of Main Boilers ✓ Owners Uder Smples Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers ✓ Port Liverpool Voyage ✓

Team Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Atkins Dock

in Donkey Boilers 100 lb

Last Report No. 109510 Port Liv  
 Particulars of Examination and Repairs (if any) CS + DBS

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 and months since last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+L.M.C. CS 5.35
with Inboard.		12.36
7.37		DBS 10.36
		T.S.C. 11.35
L.S. Liv No 2. 34.		

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.

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 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? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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 betweenignum vitæ 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 Stbd No 3 M.E. Crosshead & 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)*

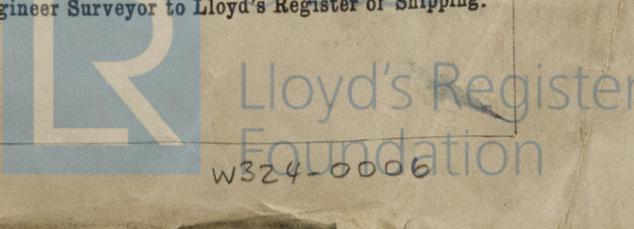
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's 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.)

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

Survey Fee (per Section 39).....	£ 2 : - : -	Fees applied for
Special Damage or Repair Fee (if any).....	£ : : :	<u>22 OCT 1937</u>
Travelling expenses (if chargeable).....	£ : : :	Received by me, <u>[Signature]</u>

*[Signature]*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 26 OCT 1937  
 Assigned DBS 10.37.  
 Note w. CS.



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

OIL ENGINE CONTINUOUS SURVEY

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

10m. 5. 37. Transfer Ink. The Surveyors are requested not to write on or below the space for Committee's Minute.

Noted

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28/10/37

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