

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

(Received at London Office 26 APR 1940)

Date of writing Report 19/4/1940 When handed in at Local Office 19/4/1940 Port of London

No. in Survey held at London Date, First Survey 6:2:40 Last Survey 3:4:1940 (No. of Visits 10)

20668 on the Machinery of the Wood, Iron or Steel s/s. "BAWTRY."

Tonnage: Gross 835 Net 357 Vessel built at Glasgow By whom J. Shearn & Son When 1898-2

Nominal Horse Power 90 RHP Engines made at do By whom Muir & Houston Ltd. When 1898 (Donkey)

No. of Main Boilers 1 SB. Owners Bawtry S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 SB. Managers Managers Port London Voyage

Last Report No. Port Particulars of Examination and Repairs (if any) LMC MS.

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.

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

as 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? No.

Did this was not done, state for what reasons? Boiler survey not due.

What parts of the Boilers could not be thus thoroughly examined?

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

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?

Is screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is shaft now been changed? No. If so, state reasons. 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 1.3.40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ft.

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey the electric light appliances to be examined & tested, & the steam pipes to be tested.

Stated this would be carried out towards the end of May 1940.

Now done:- Examined the main engine opened up throughout, including H.P. I.P. & L.P., cylinders, covers, pistons, valves & valve chests, connecting rods, bottom end brasses, and crankshaft throughout. Main engine-driven feed pump, air pump, circulating pump, and bilge pump examined opened up throughout. Auxiliary feed pump and ballast pump examined opened up throughout. Pumping arrangements examined throughout. Thrust shaft examined in lathe.

Vessel placed in dry dock, propeller, tail shaft drawn in, stern-bush, all outside fastenings, and ship-side valves opened up, examined. (Please see Continuation).

General Observations, Opinion, and Recommendation: The Machinery of this Vessel (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, S.S. 9.11, E.&Y.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

as now seen is in safe working condition & eligible in our opinion to remain as classed with fresh record LMC MS. (with date) on completion of survey, & fresh notation of T.S (CL) 3.4.0 now.

Survey Fee (per Section 29) MS £ 8:0:0 Fees applied for 26 APR 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 19

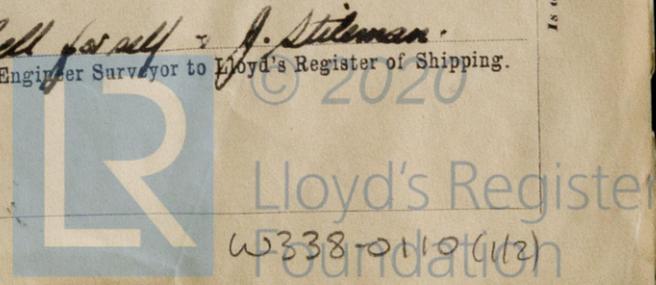
Travelling expenses (if chargeable) £

Committee's Minute Assigned Deferred

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1. 11.38		*LMC MS. 5.35
		*NB 4.28
		BS. 10.39.
		CL. 11.38.
		65. Gls 3rd N°3 - 5.35

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

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



6/5 "BAWTRY."Now done :-

Main engine holding down bolts examined.
 Tail-shaft, thrust-shaft, and crankshaft alignment checked. Steering engine and windlass opened up & examined throughout.
 All found or placed in good order.

Repairs carried out :-

Crankshaft placed in lathe & 5 journals skimmed.
 5 main bearings renewed complete, and 3 bottom ends re-metalled.
 H.P. & L.P. eccentrics renewed larger & straps re-bored to suit. I.P. eccentric sheaves skimmed & straps lined with white metal.
 L.P. piston rod & crosshead renewed complete, (original L.P. rod found bent). See Report I. attached.
 L.P. slide valve wearing strips at side renewed.
 I.P. piston junk ring bolts renewed.
 Air pump liner ground out & bucket re-roped, all suction & discharge valves renewed.
 Circulating pump rod skimmed & re-bushed.
 All bilge pump valves renewed.
 One feed pump ram renewed.
 Thrust shaft placed in lathe & one journal & 3 collars skimmed up. Thrust block bearing re-metalled, & holding down bolts renewed. Cooling coil in thrust block renewed. Thrust shoes skimmed on ahead side & astern side renewed. Thrust adjusting screws renewed.
 Stern tube neck bush renewed, & stern bush re-wooded.
 Steering engine slide valves renewed.
 Windlass driving pinion & one eccentric sheave renewed.

Geo. W. Bell for self, & J. Steiman.