

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

Gross 835 Vessel built at Glasgow By whom J. Shearer & Son When 1898-2
Net 357 Engines made at do By whom Muir & Houston Ltd. When 1898
Nominal Horse Power 90 RHP Boilers, when made (Main) 1928 (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 ✓ Managers Port London Voyage ✓
Steam Pressure in Main Boilers 160 AND Surveyed Afloat in Dry Dock Nelson D.D. (State name of Dock.)
No. of Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC MS.

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.

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.

" " Donkey " " " " ✓

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

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

So 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? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

Did the Surveyor examine all the mountings of the Main 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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Is the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is electric light and/or power fitted? Yes. ✓

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 fit.

Engine parts, when referred to by numbers, should be counted from forward.

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, B.&M.S. 9.11, & L.M.C. 9.11, or

XLMC 140 lb., F.D., &c.)

as now run 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) 3.4.40 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 TUE. 27. MAY 1940

Assigned Deferred

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

Lloyd's Register Foundation

6/5 "BAWTRY."Now done :-

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

Repairs carried out :-

Cranksaft 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 strip at side renewed.
 I.P. piston junk ring bolts renewed.
 Air pump lower ground out & bucket re-rope, 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. Stedman.