

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

(Received at London Office)

Date of writing Report 9/5/40 When handed in at Local Office 19 Port of Gibraltar
 No. in Survey held at Gibraltar Date, First Survey 4/5/40 Last Survey 7/6/40 19
 on the Machinery of the Wood, Iron or Steel S.S. "BELLEROCK" (No. of Visits 2)

Gross 1199 Vessel built at Troon By whom Ailsa S.B.Co.Ld. Year. Month. 1909 9
 Net 564 Engines made at " By whom " When "
 Main Boilers 2 Boilers, when made (Main) --- (Donkey) ---
 Owners Verano S.S.Co. Owners' Address ---
 Managers F.V.Andlaw. Port Gibraltar Voyage U.K.
 If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

Report No. 23215 Port Ant

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined

Has 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 the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where a survey was not done, state for what reasons? Furnace repairs Port Boiler only

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?

What is the latest date of internal examination of each boiler? P. 5/5/40.

Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? 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 the 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?

What is the 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

Has the Surveyor examined 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?

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

This vessel arrived with a fruit cargo for the U.K. and with Starboard Main Boiler only in steam. At Valencia leakage developed in the Port furnace of the Port Main Boiler.

I found and recommended as follows:-

Port Main Boiler.

Port furnace leaking at 6 small longitudinal cracks in corrugations 5, 6 and 7 (from front). Examined inside found excess of deposit locally on the furnace crowns.
 Salinometer cock broken, hole blanked off.

Repairs effected.

Cracks V'd out and reinforced by electric welding. Furnace crowns scaled and cleaned.
 W.P. water test applied and when examined in steam at 160 lbs found in good order.
 Renew on arrival U.K.

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, E.S. D.11, E.&M.S. D.11, L.M.C. D.11, or L.M.C. 140 lb., F.D., &c.)

Renew salinometer cock.

Ref. S.R. with re stoppered tubes. These could not be dealt with at this survey.

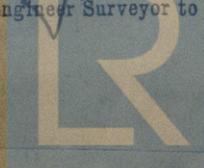
Survey Fee (per Section 29) £ 4 : 4 : 0 Fees applied for 7/5/1940
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ 1 : 1 : 0 Received by me, W. Matthews 19

TUE. 4 JUN 1940

Committee's Minute

Assigned | As now subject

W. Matthews 2020
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W340-0004



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

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