

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

115 APR 1941

Date of writing Report 115 APR 1941 When handed in at Local Office 115 APR 1941 Port of London  
to in Survey held at London Date First Survey 9th Jan 1941 Last Survey 7th April 1941  
Book. 395 on the Machinery of the Wood, Iron or Steel "FIREGLOW" (No. of Visits 54)  
Gross 1261 Vessel built at Lundulau By whom S.P. Austin & Son Ltd. When 1925 8  
Net 675 Engines made at " By whom H.E. Marmont & Co. Ltd. When 1925  
Nominal 158 Boilers, when made (Main) 1925 (Donkey)  
Horse Power 1 Owners 9a Liff & Co. G. Owners' Address "  
of Main Boilers 1 Managers Stephen Blake & Associated Companies Ltd. Port London Voyage "  
of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Blackwall DP + afloat  
Steam Pressure 180 lb (State name of Dock.)  
Main Boilers 100th

1st Report No. 584 Port London  
Particulars of Examination and Repairs (if any) See Report

Periodical Surveys, when held, must be reported in detail and serially 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 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? Yes

Donkey Yes

this was not done, state for what reasons

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 31. 1. 41.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Is the screw shaft now 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? No

Is the shaft now changed? No If so, state reasons

Is the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

State date of examination of Screw Shaft 9. 2. 41. 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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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

Done for Damage status caused by enemy action on 8th November 1940.

Now Done. Keel in Dry Dock. Examined propeller, underwater fastenings, screw shaft (drawn inboard), cylinders, pistons, valves, crank & thrust shafts, sea connections (opened out) all pumps. Main & donkey boilers examined throughout, examined under steam & safety valves adjusted. Steering engine examined.

Screw shaft - liner renewed (ground & worn). Other minor repairs effected.

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.E.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

This vessel's machinery as now seen is in good condition, eligible in our opinion to remain as classed & to have fresh record B.S. 4. 41.

The note in R. that the screw shaft should now be deleted.

Survey Fee (per Section 29) B.S. £ 3 : - : -

Special Damage or Repair Fee (if any) (per Section 29.) £ 6 : 6 : -

Travelling expenses (if chargeable) £ : : -

Fees applied for 115 APR 1941

Received by me, Dr R.W. Sturges & Self

100th J.T. Smith, P. W. Wilson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 6 MAY 1941

Assigned As now stands

Ref. 1. 41

Lloyd's Register Foundation

W37 - 0097

B.S. due 6.41. Held  
Damage due to enemy action  
Part Captain examined & repairs  
T.S. renewed. Linn.

It is submitted that  
this vessel is eligible for  
**THE RECORD.**

B.S. 4.41.

S. 2.41

Without Special Conditions

Thus  
1.5.41



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