

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

(Received at London Office)

MAY 1 1940

Date of writing Report

19

When handed in at Local Office

24 APR 1940

Port of

LIVERPOOL

No. in
eg. Book.

Survey held at Birkenhead

Date, First Survey

5/4/40

Last Survey

17/4/1940

2538

on the Machinery of the Wood, Iron or Steel Sc. "Clea"

(No. of Visits)

6

Gross 8074
Net 4783

Vessel built at Rotterdam

By whom NV. Rotterdam Dredg Maats

Year. Month.

When 1938-5

Engines made at Amsterdam

By whom Werkepoort NV.

When do

Nominal
orse Power 502

Boilers, when made (Main)

(Donkey) 1938

o. of Main Boilers

Owners Anglo-Saxon Petroleum Co. A

Owners' Address

(if not already recorded in Appendix to Register Book.)

o. of Donkey Boilers

Managers

Port London

Voyage

eam Pressure

in Main Boilers

in Donkey Boilers

X Surveyed Afloat or in Dry Dock Clever Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

ast Report No.

Port

Particulars of Examination and Repairs (if any) Dk & CS

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.

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?

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

" " Donkey " " " No

this was not done, state for what reasons? Not done

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?

the latest date of internal examination of each boiler

Present condition of funnel(s) efficient

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

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?

shaft now been changed? If so, state reasons

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?

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 1/8"

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

Is electric light and/or power fitted

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

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done C.S. case. See form T.E.

is done:- The following parts now examined & found or placed in good order:-

No 3 & 6 cylinders, pistons & rods, covers & valves.

3 & 6 crossheads & brasses & conn rods

3 & 6 crankpins & brasses.

7 & 8 main bearings & brasses

Ballast, transfer, & after feed pumps. Lower starting air receiver. All parts of steam driven compressor except intercoolers.

placed in dry dock. The propeller & all outside fittings examined and found satisfactory.

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, B.S. 11, B.S.M.S. 11, L.M.C. 11, or L.M.C. 110 lb., F.D., &c.)

so far as now seen, is in safe working condition, eligible in our opinion to remain as classed, with fresh record of L.M.C. C.S. (with date) when the survey is completed.

Fee (per Section 29) CS £ 5.5 :-

Fees applied for

Damage or Repair Fee (if any) (per Section 29.)

£ :

Received by me,

ling expenses (if chargeable)

£ :

19

mitter's Minute

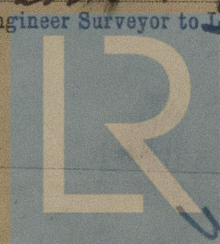
LIVERPOOL

30 APR 1940

igned As now

W.B. Edwards & H. Lister

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register
Foundation

Noted

2/5/40



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Foundation