

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

(Received at London Office.....)

Date of writing Report 10 When handed in at Local Office **26 MAY 1941** 19 Port of Southern

No. in Survey held at Southern Date First Survey 28.4.41 Last Survey 8.5.1941 (No. of Visits 3)

1519 on the Machinery of the Wood, Iron or Steel C.P. FOWBERRY TOWER Year. Month.

Age } Gross 4414 Vessel built at Manchester By whom Huntley & Palmers Ltd. When 1929-6  
 Net 2756 Engines made at - do - By whom H. S. New Eng. Co. Ltd. When 1929

nominal Use Power 421 Boilers, when made (Main) 1929 (Donkey)

of Main Boilers 3.50 Owners Millam Line Ltd. Owners' Address - (if not already recorded in Appendix to Register Book.)  
 of Donkey Boilers  Managers H. Millam & Co. Ltd. Port Manchester Voyage -

Pressure of Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 of Donkey Boilers  (State name of Dock.) Southern

Previous Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Scientific Repairs

Periodical 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 sides 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.

Where 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.

Was 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?

Did this was not done, state for what reasons

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?

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?

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.  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 vite 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?

Did the Surveyor examine 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?

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

ONE DOSE. In accordance with the instructions contained in the London Circular No 1776 the following list of repairs were made by the local office of the Ministry of Shipping, Home No 1322, have been carried out under survey.

NOTE. We are informed that this vessel has been some in the Home Number since the date of the last visit to the ship, the main pump being working in action.

REPAIRS: New valve chest complete with valves (puffe) supplied & fitted to Main feed pump no 9954.

General Observations, Opinion, and Recommendation:— See continuation sheet

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

Survey Fee (per Section 29).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29.).....	£ : :	Received by me,	19
Travelling expenses (if chargeable).....	£ : :		

Committee's Minute. FRI. 13 JUN 1941

Assigned As now

D. H. Seward  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

S.P. FINEBERRY TOWER

- 1 set of them rings supplied.
- 1 Curtin valve plate supplied.
- 2 1/2 lbs wire.
- 1 Flange wheel for wire band supplied & fitted.
- 1 Engine room frame (P.S.) marked & welded.
- Windows broken repaired.

General.  
 Main engine emergency control from deck level arranged.  
 Engine room escape ladder supplied & fitted.  
 Air return valves to bridge Curtin placed in order.  
 Extension spindle for ship's side valve fitted 6 feet above tank top level.  
 Old main repair carried out in addition to deck water  
 service etc, these being included in the bill.

A.H.L.

Minor repairs & alterations effected.

It is submitted that this vessel is eligible to remain as CLASSED.

2/6  
14/6/41