t. 9.

No. 110463.

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

(Received at London Office MAR 16 1938)

e of writing Report ..... 19.. When handed in at Local Office 11 MAR 1938 19.. Port of LIVERPOOL

in Book. Survey held at Birkenhead Date, First Survey 21st Feby Last Survey 4th March 1938 (No. of Visits 9)

939 on the Machinery of the ~~Wood, Iron or~~ Steel "FOYNES"

ge { Gross 822 / Net 390

inal Power { 82 RHP

Main Boilers 25B

Donkey Boilers ✓

Pressure— ain Boilers 180 lbs

onkey Boilers ✓

Vessel built at Goole By whom Goole S.B. Repg. Co. Ld. When 1916-4.

Engines made at Hull By whom Earle's Co. Ld. When 1916

Boilers, when made (Main) 1916 (Donkey) ✓

Owners Limerick S.S. Co. Ld. Owners' Address (If not already recorded in Appendix to Register Book.)

Managers S. J. K. Raycroft Port Limerick Voyage

✗ Surveyed ~~Afloat or~~ in Dry Dock Cammell Laird D.Dk (State name of Dock.)

t Report No. ..... Port .....

rticulars of Examination and Repairs (if any) BS & Repairs.

dical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the e of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and es being detailed in the body of the report, should be briefly summarised at the end of the report. State also the s and initials of any letters respecting this case.

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A1		✠LMC 2.36
5.37		BS 6.37
as. Blr. No. 3 - 5.28		TS(OG) 2.36.
as. Blr. No. 2 - 36		

RETAIN

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

a damage report made by anyone else? If so, by whom? ✓

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

" Donkey " " "

was not done, state for what reasons? ✓

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

hat special means, in the absence of internal examination, were adopted by the veyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

latest date of internal examination of each boiler P. & S. Blrs. 24-2-38 Present condition of funnel(s) Efficient.

e Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs.

e Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? ✓

e Surveyor examine the drain plugs of the Main Boilers? None fitted. , and of the Donkey Boilers? ✓

e Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? ✓

crew 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? ✓

haft now been changed? ✓ If so, state reasons ✓

he 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? ✓

ate of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Not taken Oil gland not removed.

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? ✓

e 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 Complete.

Vessel placed in dry dock, propeller and outside fastenings examined and found in order. Wear down not taken - gland not removed.

Main boilers examined internally & externally with their safety valves, doors and mountings. Furnaces and c.c backs distorted but considered efficient. Lower manhole doors made a good fit, some plain tubes renewed and other minor repairs effected.

Boilers afterwards examined under steam and safety valves adjusted as above.

Condenser tubes and tube plates removed on account of leakage between water and steam space. It was found that the after tube plate joint

neral 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. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed with fresh record of BS 3,38.

RETAIN

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

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

y Fee (per Section 29) BS £ 3 : - : -

~~Damage~~ Repair Fee (if any) £ 2 : 2 : - (per Section 20.)

lling expenses (if chargeable) £ : :

Fees applied for 19..

14 MAR 1938

Received by me, 8.4 19 38 8/13.4

15 MAR 1938

H. R. Howells.

Engineer Surveyor to Lloyd's Register of Shipping.

nmittee's Minute LIVERPOOL

igned B.S. 3.38.

W391-0213(1/2)

Port of LIVERPOOL Continuation of Report No. 110463 dated 4/3/38 on the

Foynes.

face was badly wasted at bottom in way of cooling water inlet port; a new tube plate extending over the existing inlet port has now been fitted and this inlet has been permanently blanked. A new inlet pipe has now been satisfactorily fitted to the lower part of the after door. The forward tube plate and some tubes and ferrules also renewed. On completion of the repairs the condenser was examined under test and found satisfactory.

A new feed water heater marked:- { N: 2935 LLOYD'S TEST SHELL. 100 LBS/□" COILS. 450 LBS/□" W.P. 180 LBS/□" 22.7.37. R.O.B

has been satisfactorily fitted at this time.

H.R. Howells.

Noted
EDA
17/3/28