

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

NOV 13 1940

(Received at London Office)

Date of writing Report *9<sup>th</sup> Nov. 1940* When handed in at Local Office *9<sup>th</sup> Nov. 1940* Port of *BELFAST*  
 No. in Reg. Book *75073* Survey held at *Belfast* Date, First Survey *&* Last Survey *2<sup>nd</sup> Nov. 1940*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. "GORSE THORN"* (No. of Visits *1*)  
 Tonnage Gross *429* Vessel built at *Belfast* By whom *Cochrane & Sons* When *1917-2*  
 Net *203* Engines made at *Shields* By whom *Shields E. & D.D. Co.* When *1917*  
 Nominal Horse Power *69 R.H.P.* Boilers, when made (Main) *1917* (Donkey) *✓*  
 No. of Main Boilers *1* Owners *Ribble Shipping Co. Ltd.* Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers *✓* Managers *W. J. Ireland* Port *Liverpool* Voyage  
 Steam Pressure *Boiler* If Surveyed Afloat or in Dry Dock *Clarendon Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers *✓* (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) *Condition*

(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.)

In 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? *✓*

" " Donkey " " " " *✓*

If this was not done, state for what reasons? *✓*

And what parts of the Boilers could not be thus thoroughly examined? *✓*

Also 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 *✓*

Did the Surveyor examine the Safety Valves of the Main Boiler? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓*

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

Did the Surveyor examine the drain plugs of the Main Boilers? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *✓*

Has screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? *✓*

Has shaft now been changed? *✓* If so, state reasons *✓*

Has the shaft now fitted been previously used? *✓* Has it a continuous liner? *✓*

State 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 *3/16"*

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

If so, 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.*

*Now done: Vessel placed in dry dock. Propeller, after end of stern bush and outside fastenings of sea connections examined and found satisfactory.*

*It was stated on board that the boiler survey had recently been completed but information has now been received from the Liverpool office that the Safety Valves require to be adjusted. This item is therefore still outstanding. The vessel having left Belfast some days ago and the Liverpool Surveyors are being advised accordingly.*

## 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. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

*The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as classed without fresh record of survey.*

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

Committee's Minute

Assigned

FRI, 29 NOV 1940

*Deferred*

*J. McAlfee*  
 Engineer Surveyor to Lloyd's Register of Shipping.

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