

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

(Received at London Office)

FEB - 8 1941

Date of writing Report 15/1 1940 When handed in at Local Office 15/1 1941 Port of BARRY.

No. in Reg. Book. Survey held at 15838 on the Machinery of the ~~Wood, Iron or Steel~~ 2/3 HERPORT

Tonnage { Gross 2633 Vessel built at WYANDOTTE By whom DETROIT S.B. Co. When 1919-12  
Net 1618 Engines made at DETROIT By whom DETROIT S.B. Co. When 1919

Nominal Horse Power 352 Boilers, when made (Main) 1919 (Donkey)

No. of Main Boilers 2 Owners HERCOAL SHIPPING CO. L<sup>td</sup> Owners' Address (if not already recorded in Appendix to Register Book.)  
Port LONDON Voyage

No. of Donkey Boilers 1 Managers If Surveyed ~~Afloat~~ in Dry Dock COMMERCIAL DOCK

Steam Pressure in Main Boilers 185 lb

in Donkey Boilers

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 how long	Machinery and Boiler Surveys (including date of N.B. if any)
100 A1	4-40		LMC 3-38
55 HUL. 12 N° 3-3-38			BS 4-40
			IS 4-40 CL.

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING.

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

If this was not done, state for what reasons Boiler survey not yet due

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.

Present condition of funnel good

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 shaft now been changed? If so, state reasons.

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?

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.

3/32"

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

Is electric light and/or power fitted

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: Propeller and all outside fastenings examined and found in order.

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

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classified without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

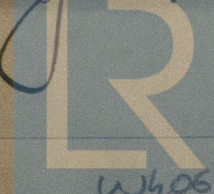
Committee's Minute

Assigned

As now

John G. J. Jones

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W405-0223



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

*Imu*

14.2.41



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