

Rpt. 9.

WRECK SECTION

No. 557

No. 129739

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

9 NOV 1949

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office.....19.....

Port of LIVERPOOL

No. in Survey held at Liverpool

Date. First Survey 21/10/49 Last Survey 1/11/49

Reg. Book.

14510 on the Machinery of the Wood, Iron or Steel

JOSEPH MITCHELL

(No. of Visits.....6.....)

Tonnage Gross 650

Vessel built at Suðbrook.

By whom C.H. Walker & Co.

Year. Month. When 1918 3

Net 363

Engines made at Newbury.

By whom Plenty & Son, Ltd.

When 1918

Nominal 79

Boilers, when made (Main) 1918

(Donkey) -

Horse Power 1

No. of Main Boilers 1

Owners Duff, Herbert & Mitchell Ltd.

Owners' Address

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

No. of Donkey Boilers -

Steam Pressure 180

Managers O.T. Williams.

Port London.

Voyage

in Main Boilers 180

If Surveyed Afloat or in Dry Dock

TRAFALGAR

(State name of Dock.)

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 7,49.		*LMC 10,48.
SS.ROT.-9,48(Dr)		TS OG 6,49.

Last Report No. 106355 Port

Duff

Particulars of Examination and Repairs (if any)

B.S.

(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.)

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

No damage reported

as 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? yes

" " Donkey " " " NONE.

not, 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?

State latest date of internal examination of each boiler

21-10-49

Present condition of funnel(s)

Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers?

yes

To what pressure were they afterwards adjusted under steam?

180 lbs/sq

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

yes

To what pressure were they afterwards adjusted under steam?

yes

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

yes

and of the Donkey Boilers?

yes

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

yes

and of the Donkey Boilers?

yes

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

yes

and of the Donkey Boilers?

yes

as the screw shaft now been drawn and examined?

NO

Has it a continuous liner?

yes

Is an approved oil retaining appliance fitted at the after end?

yes

as shaft now been changed?

NO

If so, state reasons

yes

Has the shaft now fitted been previously used?

yes

Has it a continuous liner?

yes

an approved oil retaining appliance fitted at the after end?

yes

State date of examination of Screw Shaft

yes

State the wear down in the

stern bush

Vessel afloat

Is electric light and/or power fitted?

yes

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

yes

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

yes

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

Complete.

Now done

B.S. :- The main boiler examined internally and externally together with its mountings, manholes, doors and fastenings found as placed in a satisfactory condition, afterwards examined under steam and the safety valves adjusted to above.

Repairs (Wear & Tear) :- Main steam stop valve last renewed, water gauge water cock repointed and boiler shell all studs in main & aux chest valve covers renewed. Several rivets caulked up on the bottom of the boiler in way of doubling plate. Boiler safety valves ashore, seeds machined and H. Tested, new levers fitted and water tested, afterwards closed repointed to boiler.

General Observations, Opinion, and Recommendation:— This vessel's Machinery when now seen

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

is eligible in my opinion to remain as now classed with fresh record of B.S. 11-49 now.

Survey Fee (per Section 29).....BS..... £ 4 : 0 : 0

Fees applied for

- 3 NOV 1949

Special Damage or Repair Fee (if any)

£ 4 : 4 : 0

(per Section 29.)

Travelling expenses (if chargeable)

£

Received by me,

19

Committee's Minute

LIVERPOOL

- 8 NOV 1949

Assigned

B.S. 11.49.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W411-0131

If so, to be sent to

