

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

No. 61348

(Received at London Office)

JUL 25 1939

Date of writing Report

When handed in at Local Office

10: 7: 39

Port of Glasgow

Date, First Survey

4: 7: 39

Last Survey

6th July 1939

No. in Survey held at

Glasgow

Book No. 34641

on the Machinery of the Wood, Iron or Steel

Twin Sc. S.S. "Fairza"

Year. Month.

Gross 7983
Net 5021

Vessel built at Newcastle

By whom

Armstrong Whitworth

When 1920-7

Boilers, when made (Main)

Engines made at do

1920

(Donkey)

Owners

Norfolk & North American S.S. Co. Ltd

By whom N.E. Marine Eng Co

When 1920

Managers

Shaw Savill & Albion Co. Ltd

Port Southampton

Voyage Australia & N.Z.

If Surveyed Afloat or in Dry Dock

Both

No. 1. Crown S.S.

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).
+100A.1. Shelter dk. with fuelboard 1-39		+L.M.C. M.S. 9-36 B.S. 1-39 T.S.C.L. 9-36 +Lloyds R.M.C. 1-39
S.S. Lm No. 3. 11-32		
S.S. Gls. No. 1-37		

ast Report No.

Port

Particulars of Examination and Repairs (if any) Docking & T.S.

Periodical Surveys, when held, must be reported in detail and in the terms of the Rules. Repairs on 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?

No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Yes

Donkey "

B.S. not due.

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 these parts of each Boiler?

State 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?

Port & Starboard Has screw shafts now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

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

Has shaft now been changed? No

Has it a 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 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

4/7/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

P4S 5 1/2"

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, propellers after end of stern tubes, and outside fastenings of under water sea connections examined and found good. Port and Starboard screw shafts drawn in, examined and found good.

9th

10/7/39

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now seen is in a safe working condition and eligible in my opinion to remain as classed and to have fresh record of T.S.C.L. 7-39

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.C.M.S. 9, 11, * L.M.C. 9, 11, or 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.C.M.S. 9, 11, * L.M.C. 9, 11, or 140 lb., F.D., &c.)

far as now seen is in a safe working condition and eligible in my opinion to remain as classed and to have fresh record of T.S.C.L. 7-39

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

G. E. Murdoch

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW 25 JUL 1939

Assigned

As now

57.39.

W439-0279

Lloyd's Register Foundation

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

Iron
or

Thru

27.7.39

04

sub 20

Shaw, David & William, Esqrs.