

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

25 APR 1939

(Received at London Office)

MAY -3 1939

LIVERPOOL

of writing Report... When handed in at Local Office... Port of Liverpool

in Book. Survey held at Liverpool Date, First Survey 19/4/39 Last Survey 24/4/1939

on the Machinery of the Wood, Iron or Steel TWIN SC "MUNSTER" (No. of Visits 3)

Gross 4305 Vessel built at Belfast By whom Harland & Wolff Ltd. Year. Month. 1938. 3.

Net 2323 Engines made at do By whom do. When 1938.

1347. Boilers, when made (Main) (Donkey) 1938.

Main Boilers Owners Boast Lines Ltd. Owners' Address Dublin Voyage

Donkey Boilers Managers (if not already recorded in Appendix to Register Book.)

Pressure Boilers If Surveyed Afloat or in Dry Dock Port Dublin Voyage

Key Boilers 80 No. (State name of Dock.)

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 or not assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 WITH FREEBOARD. 8.38.		+LMC. 5.38 O.G.
For Fresh Channel Service		
		OIL ENG.

Report No. Port Particulars of Examination and Repairs (if any) Docking. CS.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

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

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

Donkey " " " " no.

Is not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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 date of internal examination of each boiler: Present condition of funnel good.

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

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

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

Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

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? Yes

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? ✓

Examination of Screw Shaft. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft not ascertained

Line parts, when referred to by numbers, should be counted from forward. ✓ Is electric light and/or power fitted? ✓

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

Done for CS & Docking: -
 Vessel placed in dry dock; propellers, underwater fastenings and sea connections examined. Oil glands not opened out to ascertain wear down.

Examined the following parts for CS: -
 Main Engines:
 No 1. 5x6 Port and No 1. 2x5 Starboard covers, valves & gears, cylinders, liners, pistons, rods, top & bottom ends & crank pins. All port main crankshaft journals, thrust shaft and intermediate shafting. (Please see follow)

Observations, Opinion, and Recommendation: -
 It is 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 as far as now seen is in safe working condition and, in my opinion, is eligible to remain as classed and to be fresh record of +LMC CS with date on completion of the survey.

(per Section 29) CS. £ 5: 12: 6 } Fees applied for 21. Nov. 1939

Damage or Repair Fee (if any) (per Section 29.) £ : : } Received by me 30.5.39

Working expenses (if chargeable) £ : : } 1939/40

Committee's Minute As now. GBR

Engineer Surveyor to Lloyd's Register of Shipping. Robert Lennell

Liverpool - 21/5/39

Lloyd's Register Foundation W456-0083(1/2)

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

OT of Survey for Reports of Engines and Boilers

Rpt. 9a.

Port of LIVERPOOL

Continuation of Report No. 112423 dated

24/4/39 on the

T3. "MUNSTER"

Auxiliaries:

- Port air compressor throughout.
- Starboard auxiliary engine (driving 1.5 generator) throughout.
- Port main starting air receiver cleaned and examined internally.
- Forward S.W. circulating pump for M.E. (Spindle renewed for wear)
- Port F.W. circulating pump & cooler for M.E.
- Sanitary pump (Spindle renewed for wear)
- Port lubricating oil pump.
- Main lubricating oil cooler cleaned & examined.
- Port steering gear Hele Shaw pump unit.

John James

OF ENGINE

C.S. advanced.
 submitted that
 this vessel is eligible to
 remain as CLASSED.
 R.L.H.
 7/5/39