

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

(Received at London Office

JUL 11 1939

Date of writing Report 10-7-1939 When handed in at Local Office 19 Port of Rotterdam
 No. in Reg. Book 70519 Survey held at Rotterdam Date, First Survey 26.6.39 Last Survey 4-7-1939
 on the Machinery of the Wood, Iron or Steel Twin 12" LOCHAVON (No. of Visits 3)
 Tonnage { Gross 9205 Vessel built at Glasgow By whom Harland & Wolff, Ltd. When 1938-7
 Net 5703 Engines made at do. By whom do. When do.
 Nominal Horse Power 2052 Boilers, when made (Main) (Donkey) 1938
 No. of Main Boilers — Owners Royal Mail Lines, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers — Port London Voyage Vancouver
 Steam Pressure in Main Boilers — If Surveyed Afloat or in Dry Dock At the Admiralty Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 1000 (State name of Dock.)

Last Report No. — Port —
 Particulars of Examination and Repairs (if any) C.S.

(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 ✓

Present condition of funnel(s) ✓

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 screw 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? ✓

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 afloat

Is electric light and/or power fitted? ✓

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 ✓

Examine of starboard main engine all journals, brasses and crank pin W & with brasses, cyl. No. 1.
 " port main engine crank pin W & with brasses Cyl. No. 3 & 4. liners & pistons
 Starboard forward aux engine opened up & examined. The starting air receiver for the 4 aux. engines examined.
 Port starting air receiver for main engines examined & found good.
 Starboard circulation pump examined & found good.
 Port fuel settling tank examined & found good.

General Observations, Opinion, and Recommendation:—The machinery being now as (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, R.M.S. 9, 11, & L.M.C. 9, 11, or

L.M.C. 140 lb., F.D., &c.)

CS 3, 34,

As far as seen in a good condition I am of opinion that the vessel is eligible to remain as classed.

Survey Fee (per Section 29) £ 40.00 Fees applied for 10.7.1939
 Special Damage or Repair Fee (if any) £ —
 Travelling expenses (if chargeable) £ 11.00 Received by me, — 19 —

Committee's Minute

TUE 25 JUL 1939

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W500-0098

Report of Survey for Repairs and Repairs

OIL ENGINE
REPAIRS

cel.
ed that
his vessel is eligible to
entitled as CLASSED.

L/10
12/2/39



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