pt. 9.

No. 2807

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

(Received at London Office AUG 16 1937)

te of writing Report Aug. 2nd 1937 When handed in at Local Office Aug. 2nd 1937 Port of Halifax, N.S.

. in Book. Survey held at Halifax, N.S. Date, First Survey July 9th Last Survey July 24th 1937 (No. of Visits 4)

~~ons~~ on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Lenberg"

age { Gross 275 / Net 147

~~nimal~~ R / e Power } 78

f Main Boilers 1

f Donkey Boilers ✓

m Pressure— Main Boilers 180

Donkey Boilers ✓

Vessel built at Selby By whom Cochrane & Sons, Ltd When 1914

Engines made at Hull By whom Amos & Smith, Ltd. When 1914

Boilers, when made (Main) 1914 (Donkey) ✓

Owners Lenberg Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Halifax, N.S. Voyage Fishing

Managers

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry dock Halifax Marine Railway, N.S.

st Report No. Port

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).
✠ 100 A1 Ste. Trawler 6-36		✠ LMC 7-35
		TS 12-35 C.L.
S.S. Hfx. No 3-7, 27		BS 6-36
S.S. Hfx. No 2-35		

rticulars of Examination and Repairs (if any) Boiler, BS + TS.

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the se of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and es being detailed in the body of the report, should be briefly summarised at the end of the report. State also the es and initials of any letters respecting this case.

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

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

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

" " Donkey " " " ✓

s was not done, 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 veyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

latest date of internal examination of each boiler July 9th Present condition of funnel(s) Satisfactory

he Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

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

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

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

he Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

screw shaft 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? ✓

shaft now been changed? ✓ If so, state reasons ✓

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? ✓

e date of examination of Screw Shaft July 15th State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/16

Is electric light ~~and/or power~~ fitted? Yes

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

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

e Survey: - Vessel placed on Marine Railway, the propeller, stern tube, all sea cocks, valves and their fittings examined and found in place in safe working condition. The screw shaft was drawn for examination, found efficient, and replaced. The boiler was examined externally and internally, together with its safety valves, steam pipes, doors and mountings, and found in place in safe working condition. The boiler was tested by hydraulic pressure to 200 lbs on completion of repairs with satisfactory results, and the safety valves afterwards adjusted under steam to blow at a pressure of 180 lbs per □".

Repairs:- 101 C.C. steps renewed in boiler, and minor repairs effected.

eneral Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is (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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

now in safe working condition, and eligible, in my opinion, to remain as classed, and to have the record of BS & TS 7-37 made in the Register Book in the case of this vessel.

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

rvey Fee (per Section 29)	£ : :	Fees applied for July 24th 1937
ecial Damage or Repair Fee (if any) (per Section 29.) 2nd Survey fee.	£ 3 : 30 : 00	
avelling expenses (if chargeable)	£ 1 : 10 : 00	Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 27 AUG 1937

Committee's Minute

ssigned BS 7.37

S 7.37

W5607-0048

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