

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

(Received at London Office)

17 JUN 1936

Date of writing Report 12<sup>th</sup> June 1936 When handed in at Local Office 10 Port of Quarrington Court  
 No. in Reg. Book. 32246 Survey held at Liverpool & Garston Date, First Survey 27 May Last Survey 6<sup>th</sup> June 1936  
on the Machinery of the Wood, Iron or Steel (No. of Visits 3)  
 Tonnage Gross 6900 Vessel built at Newcastle By whom Humbly & Co (1927) Ltd When 1925  
 Net 4330 Engines made at Newcastle By whom W. & A. Simpson & Co Ltd When 1928  
 Nominal Horse Power 569 Boilers, when made (Main) 1928 (Donkey) ✓  
 No. of Main Boilers 3 Owners United British S.S. Co Ltd Owners' Address Port London Voyage ✓  
 No. of Donkey Boilers 1 Managers Waldin Phillips Ltd (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boilers ✓ (State name of Dock.) Garston & Hornby St Liverpool

Last Report No. ✓ Port ✓Particulars of Examination and Repairs (if any) Comp MS

(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.)

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? ho

Donkey ✓  
 If this was not done, state for what reasons? Not due.

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) pod.

the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

and of the Donkey Boilers? ✓

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

and of the Donkey Boiler? ✓

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

and of the Donkey Boiler? ✓

Is screw shaft now been drawn and examined? ho

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 ✓

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

Is electric light and/or power fitted? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete. See New Castle port no 93484.

Examined the Auxiliary pumps and pumping arrangement.  
 Examined the Fan Engine & Dynamo Engine.  
 Examined the Main Steam pipes as far as practicable.  
 Electric light installation generally examined, tested for insulation resistance and tried under working conditions. Fittings on main and distribution switchboards and the cables, as far as practicable, examined and now, in completion of minor repairs, satisfactory.

## General Observations, Opinion, and Recommendation:—

(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, D.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in safe working condition and is in my opinion to remain as classed with fresh record of MS 2.36.

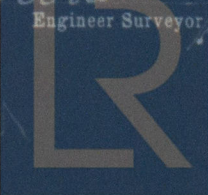
Survey Fee (per Section 29) £ 1 Fees applied for 19  
 Special Damage or Repair Fee (if any) £  
 Travelling expenses (if chargeable) £

Received by me, 18 6 36

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + L.M.C. - MS. 2.36.



Lloyd's Register Foundation



*Chapman is in  
with Lloyd's*



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