

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

No. 111570.

NOV 9 1938

(Received at London Office)

Date of writing Report

31. 10. 1938

When handed in at Local Office

- 1 NOV 1938

Port of

LIVERPOOL

No. in
Reg. Book.

Survey held at

Liverpool.

Date, First Survey

9/5 "NASMYTH"

Last Survey

28/10/1938

(No. of Visits)

1

Tonnage { Gross 6509.
Net 4015.

Vessel built at

Belport

By whom

Harland & W. off.

Year. Month.

When 1911-5

Nominal
Horse Power

517.

Engines made at

do.

By whom

do.

When 1919.

No. of Main Boilers

3.

Boilers, when made (Main)

1919.

(Donkey) ✓

No. of Donkey Boilers

✓

Managers

Steam Pressure—
in Main Boilers

180

Surveyed Afloat or in Dry Dock

W. Langton.

(State name of Dock.)

Owners' Address

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

Port

Liverpool

Voyage

✓

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 not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 1 to A.1.		+ L.M.C.
Platten deck with galvanised.		MS-1.36.
11.37.		AS-12.77.
SS. fl. 143-2.32.		TS (en)-11.77.
St. L.W. 401-36.		
CARGO BATTENS NOT FITTED IN TWEEN DECKS.		

Last Report No.

Port

Particulars of Examination and Repairs (if any) General Examination.

(Periodical Surveys, when held, must be reported in detail and seriation 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?

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 power fitted?

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.

has done: (General Examination.) Main engine worked ahead & astern, pumps seen working, boilers & steam pipes examined under steam, machinery generally examined, & found 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, B.&N.S. 9, 11, & L.M.C. 9, 11, or

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

for as seen has now been generally examined & found satisfactory, & is eligible in my opinion to remain as now classed for voyage to Rotterdam, for breaking up purposes.

Survey Fee (per Section 29)

Inter. Cert.

£ 4 : 4 : 0

Fees applied for

Special Damage or Repair Fee (if any)

£

Received by me

Travelling expenses (if chargeable)

£

8/12 1938

Committee's Minute

Assigned

Defered. EBR.

3 NOV 1938
Received by me
8/12 1938

LIVERPOOL

Engineer Surveyor to Lloyd's Register of Shipping.

L. Norman Smart 2019

Lloyd's Register
Foundation

W 540-0062