

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

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31 JAN 1941

Date of writing Report 30/1/1941 When handed in at Local Office Liverpool Port of Liverpool

No. in Reg. Book 81557 Survey held at Liverpool Date First Survey 3/1 "POLITICIAN" Last Survey 23/1/1941
(No. of Visits 1)

Tonnage { Gross 7939 Vessel built at Haworth Hill - a. J. & S. By whom James S.B. Co. Ld When 1872-5
Net 5148 Engines made at Harlow By whom J. Brown & Co. Ld When 1923
Nominal Horse Power 1004 Boilers, when made (Main) 1892 (Donkey) ✓
No. of Main Boilers 4 Owners Charles S.B. Co. Ld Owners' Address ✓
No. of Donkey Boilers ✓ Managers J. J. Harrison Port Liverpool Voyage ✓
Steam Pressure in Main Boilers 190 ✓ Surveyed Afloat or in Dry Dock Lampton D.D.
in Donkey Boilers ✓ (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 since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1.		+ L.M.C. - 8.75.
Shell & tube water forward.		BS - 4.40.
Exhaust 10.40.		TS (L.A.) - 4.39.
2.5% oil 3 - 0.75.		
CS not fitted in the lower 5%.		
Water in oil 5.23 K.		

Last Report No. Port Particulars of Examination and Repairs (if any) Donkey.

(Periodical Surveys, when held, must be reported in detail and scriptim 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? No.

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

If this was not done, state for what reasons BS. not done.

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? ✓

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

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

Has the 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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 7/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or 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 Complete

None done. Vessel placed in dry dock. Propeller & outside fastenings of the mainmast examined.

M.S. not advanced at this time.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as per 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, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
See how in good order & shippable in my opinion & remain as classed without fresh head of survey.

Survey Fee (per Section 29) £ : : Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Traveling expenses (if chargeable) £ : :
Received by me, L. J. Gorman Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Deferred.
Assigned Deferred.
LIVERPOOL 4 FEB 1941
Lloyd's Register Foundation

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

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

Noted.

June

12.2.41

Note from Mrs.

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