Rpt. 9.

No. 20200.

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

(Received at London Office SEP 30 1940)

Date of writing Report 27-9-1940 When handed in at Local Office 27-9-1940 Port of Leith

No. in Reg. Book. 81614 Survey held at Methil. Date, First Survey and Last Survey 24-9-1940 (No. of Visits one.)

on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc. "PORT DENISON."

Tonnage Gross 8043 Net 5052

Nominal Horse Power 984

No. of Main Boilers 4 S.E.

No. of Donkey Boilers ~

Steam Pressure— in Main Boilers 200 lbs. in Donkey Boilers ~

Vessel built at Belfast By whom Workman, Clark & Co. Ltd. When (Year. Month.) 1918-5

Engines made at Do. By whom Do. When 1918

Boilers, when made (Main) 1918 (Donkey) ~

Owners Port Line, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port London Voyage

Managers

If Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) Methil.

Last Report No. 109138 Port Lon

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 certified.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100A1. 2,40 Shelter dk with freeboard.		✠L.M.C.
S.S. Lon. No 3 - 4,30		M.S. 8-38
S.S. G/S. No 2 - 39		B.S. 6-39
		T.S.C.L. 7-37

Particulars of Examination and Repairs (if any) Completion B.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? No.

" " Donkey " " "

If this was not done, state for what reasons? Stated recently examined at London.

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) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? ~ To what pressure were they afterwards adjusted under steam? 200 lbs/a".

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 vitæ 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 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.

How done:- All boilers examined under steam and the safety valves adjusted to pressure as above.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is now so (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 2,34,

far as seen in a safe working condition and eligible, in my opinion, to remain as classed with full record of B.S. with date as previously recommended.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓

Travelling expenses (if chargeable) £ : :

Fees applied for ____ 19 ____

Received by me, ____ 19 ____

FWL 18 OCT 1940

Committee's Minute

Assigned B.S. 9.40

J. L. Campbell

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

© 2019 Lloyd's Register Foundation W73-0089