

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

(Received at London Office, AUG 19 1940)

Date of writing Report 19 When handed in at Local Office 16 AUG 1940 Port of HULL

No. in Reg. Book 83223 Survey held at Hull Date, First Survey Aug. 5 Last Survey 8 1940  
(No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ Steamer "SEVERN LEIGH"

Tonnage { Gross 5242 Vessel built at Greenock By whom Lea & Co. Ltd. When 1919 1  
Net 3161 Engines made at Do By whom Do When 1919

Nominal Horse Power 517 Boilers, when made (Main) 1919 (Donkey)

No. of Main Boilers 358 Owners Kelston S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Mark Whitnall Son Ltd. Port Bristol Voyage

No. of Donkey Boilers None If Surveyed Afloat or in Dry Dock Alexandra Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 180 lb  
in Donkey Boilers

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) General Exam.

(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. H 2.8.40)

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

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?

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) Efficient

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  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

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

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

Now Done :- In accordance with instructions received in the Secretary's letter H 2.8.40 made general examination of main and auxiliary machinery without same being opened up and found same to be, so far as could be seen, in good condition.

### General Observations, Opinion, and Recommendation:—

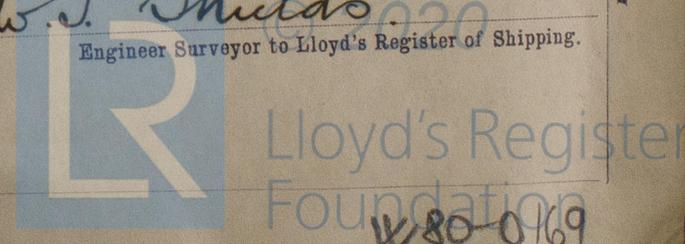
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Eligible to remain as classed without fresh record of Survey.

Survey Fee (per Section 29).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29.).....	£	Received by me,	19
Travelling expenses (if chargeable).....	£		

Committee's Minute TUE. 3 SEP 1940  
Assigned Deferred

W.S. Shields  
Engineer Surveyor to Lloyd's Register of Shipping.



W 80-0169

WRITE ACROSS THIS MARGIN.

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

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