

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

(Received at London Office)

AUG 12 1940

Date of writing Report 10 When handed in at Local Office 9 AUG 1940 Port of SUNDERLAND

No. in Reg. Book 83260 Survey held at Sunderland Date, First Survey Aug 6 Last Survey Aug 7 1940 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel SHELBRIT T

Tonnage { Gross 1025 Vessel built at Newcastle By whom Swan, Hunter & Wigham When 1928 Month 8
 Net 514 Engines made at do. By whom do. When do.

Nominal Horse Power 286 Boilers, when made (Main) (Donkey) 1929

No. of Main Boilers — Owners British Tanker Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Shell Mica & B.P. Co. Port Manama Voyage —

Steam Pressure in Main Boilers 125 lb. If Surveyed Afloat or in Dry Dock A. Docks (State name of Dock.)

in Donkey Boilers —

Last Report No. 32881 Port SunderlandParticulars of Examination and Repairs (if any) Damage & C.S.

(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 for not required

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? ✓

" " Donkey " " " no (in boiler)

If this was not done, state for what reasons? Boiler not prepared for survey.

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? no

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? yes

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? no

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? no 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? yes

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

Done for Damage stated to have been caused by water shortage in the donkey boiler on voyage Humber towards Fenow on 3rd August 1940, whilst in survey, examined donkey boiler internally and externally and noted that the top row and six other tubes had been leaking; no signs of serious overheating.

Repairs for Damage: leaking tubes unspaced and boiler water tested to 150 lb.

Repairs for Wear & Tear: water gauge cocks renewed, test cocks overhauled and other minor repairs effected.

In C.S. the length of 3 1/2" dia. steam pipe annealed & tested (the remaining pipes are not here) then 3" dia.

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, E.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

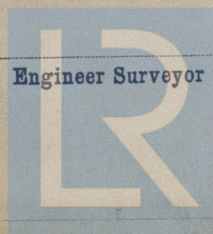
The machinery of this vessel, as now run, is in an efficient condition and eligible, in my opinion, to remain as classed with Record of C.S. previously recommended and subject as before.

Survey Fee (per Section 29) £ : : Fees applied for 9 AUG 1940
 Special Damage or Repair Fee (if any) £ 2 : - Received by me, 10
 Travelling expenses (if chargeable) £ : :

Committee's Minute 23 AUG 1940

Assigned W.H. + L.M.C. CS 8, 40, 26
Subject 10, 39

Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation

W81-0176

No 3 completed
Donkey Bore - minor repairs for damage due to shortness
of water.
this vessel is eligible for
THE RECORD. Value £840
1029

Chegum 258

GA

22/8/40

Limit on No 6 piston
rod repairs 5.41.

ENTRANCE



© 2021

Lloyd's Register
Foundation