

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

(Received at London Office

OCT 30 1940

Date of writing Report 21st Oct. 1940, When handed in at Local Office 29th Oct. 1940. Port of CARDIFF.No. in Reg. Book. Survey held at Cardiff Date, First Survey 15th Oct. 1940 Last Survey 17th Oct. 1940 (No. of Visits 3)

83303 on the Machinery of the Wood Iron or Steel &c. "SHREWSBURY"

Tonnage { Gross 4542 Net 2754 Vessel built at Giechian By whom Richardson Duck & Co. Ltd. When 1924-18
 Nominal Horse Power 417 Engines made at do By whom Blair & Co. When 1924
 No. of Main Boilers 3 Boilers, when made (Main) 1924 (Donkey) ✓
 No. of Donkey Boilers ✓ Owners Alexander Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb. Managers Caffin Alexander & Co. Port London Voyage
 in Donkey Boilers ✓ If Surveyed Appear in Dry Dock Port D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) T.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

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? 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) Good

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? Yes Is it fitted with continuous liner? Yes

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 16/10/40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rounded

Is electric light and/or power fitted? ✓

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

More done :- Vessel drydocked, inspected, screw shaft, stern bush and outside fastenings of sea connections examined and in order

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.)
 CS 3,31,

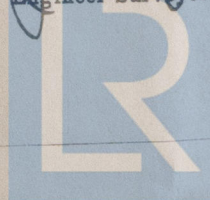
as now seen, is in good order and eligible in my opinion to remain as classified, with fresh record of Tail shaft seen CL 10,40

Survey Fee (per Section 20) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute

Assigned As now

Joan Kendra
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation 27

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

S.10.40

Ymn
7.11.40



© 2019

Lloyd's Register
Foundation