

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

7 FEB 1940

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 19... Port of London

No. in Reg. Book. Survey held at London Date, First Survey 15.1.40 Last Survey 3.2.1940  
(No. of Visits 2)

34796 on the Machinery of the Wood, Iron or Steel S/S "TASSO"  
Gross 1586 Vessel built at Manchester By whom James, Hunter & Co. Ltd. When 1938.2  
Net 718 Engines made at Manchester By whom - do - When 1938.2  
Nominal Horse Power 335 Boilers, when made (Main) 1938 (Donkey) ✓  
No. of Main Boilers 250 Owners Shannon's Wine Ltd. Owners' Address ✓  
No. of Donkey Boilers ✓ Managers ✓ Port London Voyage ✓  
Steam Pressure in Main Boilers 210 lb. ✓ Surveyed Afloat or in Dry Dock Shannon's Dr.  
in Donkey Boilers ✓ (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Nothing

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? B.S. 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 these parts of each Boiler? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel 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? 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

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. Various parts in dry dock. Propeller, stem bush & various fastenings examined & found in good condition. But clearance as above.

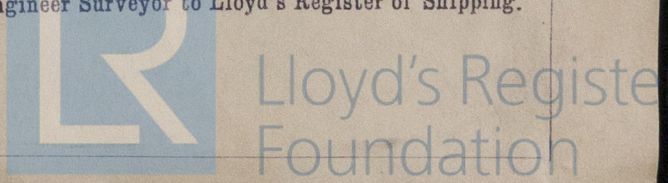
## General Observations, Opinion, and Recommendation:—

(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.)

Nothing in my opinion to remain as above without further view 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) £ : :  
TUE 27 FEB 1940

Committee's Minute  
Assigned As now



W87-0097



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

*JP*  
20/2/40



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Foundation