

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

(Received at London Office)

DEC 23 1940

Date of writing Report 16 / 10 / 1940

When handed in at Local Office

Port of Colombo

No. in Survey held at Colombo

Date, First Survey 3 / 10 / Last Survey 9 / 10 / 1940

84566 on the Machinery of the Wood, Iron or Steel M.V. "TEDDY"

(No. of Visits 3)

Gross 6748
Net 4046

Vessel built at Sunderland

By whom Sir J. Laing & Sons Ltd.

Year. Month.
When 1930 10

Nominal Horse Power 687

Engines made at Sunderland

By whom W. Doxford & Sons

When 1930 10

of Main Boilers -

Boilers, when made (Main)

(Donkey) 1930

of Donkey Boilers 2

Owners Skibs A/S Golden West

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Oslo

Voyage

Main Boilers -

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

Donkey Boilers 150 lbs.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
Date of last Survey and of Periodical Surveys.

Year assigned how long.

Machinery and Boiler Surveys (including date of N.B., if any).

+ 100 A1

+ LMC 9,39

5,40 LAN

DBS 6,39

Carrying Petroleum in bulk.

CL 9,39

ss Sch.No.2-39

Last Report No. Port

Particulars of Examination and Repairs (if any)

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

as 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? --

" " Donkey " " " "

yes

this was not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

So 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?

Date latest date of internal examination of each boiler PORT 3.10.40 STBD. 9.10.40 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? yes To what pressure were they afterwards adjusted under steam? 150 lbs.

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? yes

Did the Surveyor examine all the mountings of the Main Boilers? -- and of the Donkey Boilers? Yes

Is 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?

Is shaft now been changed? If so, state reasons

Is 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?

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?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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.

Both Donkey Boilers were examined internally and externally, also all valves, cocks, mountings, bearers and chocks and all were found to be in good condition.

The safety valves were set to the allowable pressure of 150 lbs. per square inch, the thickness of the washers being

PORT BOILER

STARBOARD BOILER

Port

Starboard

Port

Starboard

8.2 mm

9.0 mm

8.9 mm

8.1 mm

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.)

That the record of D.B.S 10,40 be made in the Register Book in the

case of this vessel.

Survey Fee (per Section 29) Rs. 180/-

Special Damage or Repair Fee (if any) (per Section 29.) Rs. 9/-

Travelling expenses (if chargeable) Rs. 9/-

Fees applied for 16/10/1940

Received by me, 22/10/1940

Committee's Minute

Assigned

TUE 7 JAN 1941

D.B.S 10.40

H. Lightman
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation
W69-0210

DBS due 6.40 held.

It is submitted that
this vessel is eligible for
THE RECORD. DBS 10.40.

L.H.
2/3/41.



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