

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

(Received at London Office)

30 MAR 1942

Date of writing Report 19 When handed in at Local Office 24.3.1942 Port of **NEWCASTLE-ON-TYNE**

Survey held at **South Shields** Date, First Survey **9 March** Last Survey **19 March 1942**
(No. of Visits **4**)

on the Machinery of the **Wood, Iron or Steel** **S.S. BOTAYON**

Gross **5848** Vessel built at **Glasgow** By whom **E. Connell & Co. Ltd** When **1912-7**
Net **3563** Engines made at **"** By whom **Burnside & Jackson Ltd** When **1912**

Boilers, when made (Main) **1912** (Donkey) **1912**
Owners **Ministry of War Transport** Owners' Address **"**
(If not already recorded in Appendix to Register Book.)

Managers **Sir W. P. Keardon Smith & Co. Ltd** Port **London** Voyage **"**
If Surveyed Afloat or in Dry Dock **Try Dock**
(State name of Dock.) **Reed's**

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys. Years since last survey. Machinery and Boiler Survey (including date of N.B., if any).

+100A1 **+L.M.C. 5,36**
30, 41 **B.S. 4,41**
S.S. L.V. 2 N 3-11, 37 **T.S. 8,39**
C.L.

Carrying oil fuel F.P. above 150°
in D.B.

Particulars of Examination and Repairs (if any) **T.S.**

When held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? ☒

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ☒

What parts of the Boilers could not be thus thoroughly examined? ☒

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? ☒

What was the latest date of internal examination of each boiler? ☒

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 a 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 a 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 **12-3-42** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ☒

Is electric light and/or power fitted ☒

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ☒

Is the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Propeller, screw shaft, sea connections & outside fastenings examined & found a placed in order.

Repairs. Wood in aft end of stern bush renewed. Guard ring bolts renewed.

General Observations, Opinion, and Recommendation: **The machinery of this vessel is**

(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 in my opinion to remain as classed without fresh record.

Examination of screw shaft to be recorded 3, 42. C.L.

Form R.L. 1 attached Rpt. 8

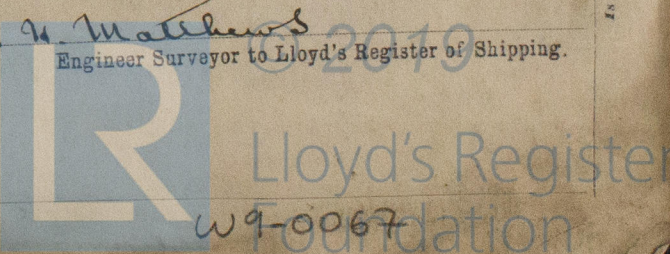
Survey Fee (per Section 29) **£3.3.0** Fees applied for **19**

Special Damage or Repair Fee (if any) **£** Received by me, **19**

Travelling expenses (if chargeable) **£** **J. H. Matthews**
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRL 24 APR 1942**

Assigned **As now**



Sl. no 1 due 11.41 Partly held 1.40

Not advanced

It is submitted that this
vessel will be eligible for
the records.

+ Total net 1.40 on
Completion as per the
5000.

Thus
22.4.42

S. 3.42



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Foundation