

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

(Received at London Office 14 JUN 1940)

Date of writing Report \_\_\_\_\_ When handed in at Local Office 14 JUN 1940 Port of London

No. in Reg. Book. 55749 Survey held at London Date, First Survey 7 Last Survey 1<sup>st</sup> June 1940  
 on the Machinery of the Wood, Iron or Steel T.S. 'UMYOTI' (No. of Visits 1)

Tonnage { Gross 5183 Vessel built at Glasgow By whom Barclay Curle & Co. Year. Month. 1903 11.  
 Net 3717 Engines made at Glasgow By whom Barclay Curle & Co. When 1903 11.  
 Nominal Horse Power 548 Boilers, when made (Main) 1903 (Donkey) ✓  
 No. of Main Boilers 4 Owners Bullard King & Co. Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers ✓ Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lb. Port London Voyage \_\_\_\_\_  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Blackwall S.S. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓

" " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

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? ✓ 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 \_\_\_\_\_

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

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 ✓

Now done: Vessel placed in dry dock examined propellers, after end of stern bushes & all outside fastenings, all found in good condition.

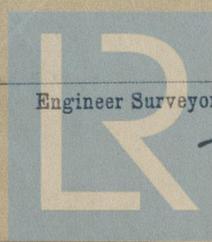
General Observations, Opinion, and Recommendation:— The machinery of this vessel  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in 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.)  
is now seen to be in good condition & eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29).....	£ : : 19	Fees applied for
Special Damage or Repair Fee (if any).....	£ : : 19	
Travelling expenses (if chargeable).....	£ : : 19	
		Received by me,

Committee's Minute \_\_\_\_\_  
 Assigned \_\_\_\_\_

TUE 25 JUN 1940  
As now

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



Lloyd's Register Foundation

W97-0028

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to \_\_\_\_\_

