

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

(Received at London Office. AUG 21 1940)

Date of writing Report 10 When handed in at Local Office 16 AUG 1940 Port of LIVERPOOL

No. in Reg. Book. Survey held at Birkenhead Date, First Survey 10/8/40 Last Survey 15/8/1940 (No. of Visits 3)

90752 on the Machinery of the ~~Wood~~ Steel Sc. "Kewcrest" ex "Jus Ratic"

Tonnage Gross 3774 Vessel built at South Shields By whom J. Readhead & Sons Year. Month. 1907-6  
Net 2314 Engines made at do By whom do When do

Nominal Horse Power 326 Boilers, when made (Main) 1907 (Donkey) ✓

No. of Main Boilers 2 Owners Crest Shipping Co. Ltd. Owners' Address ✓  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers ✓ Port London Voyage ✓

Steam Pressure in Main Boilers 180 lb. Surveyed Afloat or in Dry Dock East Float.  
(State name of Dock.)

In Donkey Boilers ✓

Last Report No. 53554 Port Off

## Particulars of Examination and Repairs (if any) Repairs (M)

(Periodical Surveys, when held, must be reported in detail and verbatim 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).

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?

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. Afloat

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. Complete.

Now done:- At request of Owners Super Engr examined main condenser. The after tube plate was found fractured horizontally across a number of tube holes. Approx 60 tubes now removed & double 3/8" brass plate patches fitted, stiffened by a number of through bar stays. All wood ferrules in upper half of tube nest also removed. Repairs examined on completion, condenser tested, and found satisfactory. Recommended after tube plate be removed at the first convenient opportunity. It is stated a new tube plate has been ordered & will be fitted at the first opportunity.

## General Observations, Opinion, and Recommendation:—The machinery of this vessel, as

(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, S.S. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

far as now seen, is in safe working condition, eligible in my opinion to remain as classed without fresh record, subject to the main condenser after tube plate being renewed at the first convenient opportunity

Survey Fee (per Section 29) £ : : Fees applied for 16 AUG 1940

Special Repair Fee (if any) £ 33 : 0 (per Section 29.)

Travelling expenses (if chargeable) £ : :

Received by me, 19

Committee's Minute

LIVERPOOL

2 AUG 1940

Assigned

As now, Subject.

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W97-0088



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1807

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Not here

Complete.

Now done: - At request of Owens Super Engineer, examination of the plate was found fractured. Approximately across a number of tubes approx 50 tubes were removed a bundle of three plate patches fitted, with a number of through bar stays. All work finished in approx half of tube was also removed. Repairs examined on completion, were tested, and found satisfactory. Removal of the tube to repair at the first convenient opportunity. It is noted a new tube plate was ordered & will be fitted at the first opportunity.

The machinery of this novel.

*For a man who is so much interested in the cause of the poor, it is very curious to find him so much interested in the cause of the rich.*

Noted

Subject as recommended

23/8/40

Wm. Lloyd Garrison

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