

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

WR 228

SEP 26 1940

Received as London Office

Date of writing Report 19 21 SEP 1940 When handed in at Local Office LIVERPOOL Port of LIVERPOOL

No. in Survey held at LIVERPOOL Date, First Survey 11/9/1940 Last Survey 11/9/1940

Book. 377 on the Machinery of the Wood, Iron or Steel M/V. INNISFALLEN (No. of Visits 1)

Gross 3071 Vessel built at BELFAST By whom HARLAND & WOLFF LTD Year 1930 Month 6

Net 1386 Engines made at " By whom " When "

1193 Boilers, when made (Main) ✓ (Donkey) 1930

of Main Boilers ✓ Owners BRITISH & IRISH STEEL CO. Owners' Address "

of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book.)

Pressure ✓ Port CORK Voyage "

Main Boilers ✓ If Surveyed Afloat or in Dry Dock PRINCES DOCK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 80

Report No. 114625 Port Liver

Particulars of Examination and Repairs (if any) SPEC. EXAM.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 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 has offered his services for this purpose, and why they were declined ✓

Has a damage report been 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? ✓

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

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? ✓

State the latest date of internal examination of each boiler. 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? 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? ND 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 AFLD&T.

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 ✓

NOW DONE FOR S.R. LIST: A SPECIAL EXAMINATION WAS MADE OF PORT NO 1 MAIN ENGINE CYLINDER COVER. THE CRACK DOES NOT APPEAR TO HAVE EXTENDED, AND AS IT IS TIGHT UNDER WATER PRESSURE, THE COVER IS EFFICIENT MEANTIME. IT IS RECOMMENDED THAT THE COVER BE RENEWED OR AGAIN EXAMINED BEFORE THE END OF 3,41 (6 MONTHS LIMIT).

General Observations, Opinion, and Recommendation:— THE MACHINERY OF THIS VESSEL

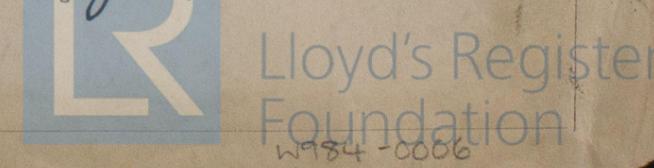
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

WHERE NOW SEEN IS IN GOOD CONDITION AND ELIGIBLE IN MY OPINION TO REMAIN AS CLASSIFIED WITHOUT FRESH RECORD OF SURVEY. SUBJECT TO RENEWAL OR EXAMINATION OF PORT NO 1 CYLINDER COVER BEFORE THE END OF 3,41 AND TO PORT NO. 3 CYLINDER COVER BEING AGAIN EXAMINED BEFORE THE END OF 4,41.

Survey Fee (per Section 20).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any) (per Section 20.)	REPAIR, £ 2 2 :	<u>21 SEP 1940</u>
Travelling expenses (if chargeable).....	£ : :	Received by me,
		<u>19</u>

H. Gaylor © 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 24 SEP 1940
Assigned As now subject.



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

Notes

Subject to cylinder cover
1 or 3 of the port main engine
being examined before the
end of 4.41.

The foregoing submitted for
consideration of the
Office

See Rivler.
9/10/40

1/10/40

THE MACHINERY OF THE
ENGINE IN NO. 2
CYLINDER COVER BEING EXAMINED BEFORE THE END OF 3.41 (P. 100)

THE MACHINERY OF THE
ENGINE IN NO. 1
CYLINDER COVER BEFORE THE
END OF 4.41 (P. 100)

THE MACHINERY OF THE
ENGINE IN NO. 3
CYLINDER COVER BEFORE THE
END OF 4.41 (P. 100)

RECEIVED

THE MACHINERY OF THE
ENGINE IN NO. 4
CYLINDER COVER BEFORE THE
END OF 4.41 (P. 100)



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