

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report

When handed in at Local Office

Port of

LIVERPOOL

No. in
Reg. Book.Survey held at *Birkenhead*

Date First Survey

3/12/40

Last Survey

9/12/1940

(No. of Visits)

2

76948 on the Machinery of the *Wood, Iron or Steel* *Sc. "Jumna"*Tonnage { Gross 6078
Net 3746Vessel built at *Glasgow*By whom *A. Stephen & Sons Ltd*

When 1929-4

Nominal Horse Power 612

Engines made at *do*By whom *do*When *do*

No. of Main Boilers 3

Boilers, when made (Main) 1929

(Donkey)

No. of Donkey Boilers

Managers

Owners' Address

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

Port *London*

Voyage

Steam Pressure in Main Boilers 180 lb.

Surveyed Afloat or in Dry Dock *East of Scot.*

(State name of Dock.)

in Donkey Boilers

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned interval expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC-10.37
10.39		B.S. - 11.39
SS Eng No 2 - 37		T.S. CC-4.38
Fitted for oil fuel 4.29 F.P. above 150°F		
Fitted for carrying oil 4.29 F.P. above 150°F, in DT.		
		L.P. turbine TC.

Last Report No. 10281 Port *Mch*Particulars of Examination and Repairs (if any) *Complying B.S.*

(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 *Remainder already seen. See Manchester Rpt No 10281.*

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) *efficient*

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? *180 lb.*

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 the 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

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. See Mch Rpt No 10281.*

Now done:-

Start boiler & mountings examined internally. Minor repairs effected and all safety valves adjusted under steam. Oil bearing installation generally examined and found efficient.

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, B.S. 9.11, B.M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

for as now seen, is in safe working condition, eligible in my opinion to remain as classed, with fresh record of B.S. 11.40 as previously recommended.

Survey Fee (per Section 29)

£

Fees applied for

Special Damage or Repair Fee (if any)

£

19

Travelling expenses (if chargeable)

£

19

Committee's Minute

LIVERPOOL

DEC 1940

Assigned

B.S. 11.40.

A.W.B. Edwards

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W987-0333