

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 14 DEC 1940 Port of LIVERPOOL

No. in Reg. Book 76948 Survey held at Birkenhead Date First Survey 3/12/40 Last Survey 9/12/1940 (No. of Visits 2)

Tonnage { Gross 6078 Net 3746 Vessel built at Glasgow By whom J. 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 Owners James Nourse & Co Managers Owners' Address London Voyage

No. of Donkey Boilers 1 in Main Boilers 180 lb in Donkey Boilers Surveyed Afloat or in Dry Dock East of Port

Last Report No. 10281 Port Mch Particulars of Examination and Repairs (if any) Comply 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? Yes Start only.

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 3/12/40 Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes Start only. 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? Yes Start only, 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? Yes Start only, 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. 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. See Mch Rpt No 10281.

Now done:- Start boiler & mountings examined internally. Minor repairs effected and all safety valves adjusted under steam. Oil lubricating 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 19 Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, A.W.B. Edwards, Engineer Surveyor to Lloyd's Register of Shipping.

Travelling expenses (if chargeable) £ : Committee's Minute LIVERPOOL 17 DEC 1940

Assigned B.S. 11, 40. TUE. 4 JAN 1941

Assigned B.S. 11, 40. Lloyd's Register Foundation

If so, is the Report sent now, or when will it be sent?

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

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

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