

Rpt. 9.

WRECK SECTION.

No. ....

No. 114937

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

(Received at London Office)

Date of writing Report 25 March 1947 When handed in at Local Office 1 APR 1947 Port of London

No. in Survey held at Chatham Date. First Survey and Last Survey 25 March 1947  
Reg. Book 83651 on the Machinery of the Wood, Iron or Steel S.S. "The Viceroy" (No. of Visits One)Tonnage { Gross 824 Vessel built at Troon By whom Ailsa S. B. Co. Ltd. When 1929-4  
Net 40548 Engines made at Troon By whom Ailsa S. B. Co. Ltd. When 1929  
Nominal 74 Boilers, when made (Main) (Donkey)  
Horse Power 1. Owners J. Hay & Sons, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Main Boilers Nil Managers Port Glasgow Voyage  
No. of Donkey Boilers Nil  
Steam Pressure 200 If Surveyed Afloat or in Dry Dock Afloat.  
in Main Boilers (State name of Dock.)  
in Donkey Boilers

Last Report No. 18907 Port Son.

Particulars of Examination and Repairs (if any) S. R. L.

(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?

" " Donkey " " "

If not, 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 latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush 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?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

See S. R. list and Greenock

report No. 23378 regarding limit on boiler stop valve chest.

Now done. A new main stop valve chest found to have been fitted on boiler 21 March 1947, which was now examined under full steam pressure and found in good order. Valve chest stamped Lloyd's - tested 400 lb/D 28/8/46. S. R. L. Steering engine bed plate not yet supplied.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen, is

(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, &amp;c.; thus, for example, BS 9,11, B&amp;MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &amp;c.)

in good and safe working condition and eligible in my opinion to remain as now classed, subject to the steering engine bed plate being renewed at the first convenient opportunity, and without S. R. L. reference to main stop valve chest.

Survey Fee (per Section 29) £ : : Fees applied for 1 APR 1947  
Special Damage or Repair Fee (if any) £ : :  
(per Section 29.)  
Travelling expenses (if chargeable) £ : 16 8 Received by me, 19

L. V. Hansen.

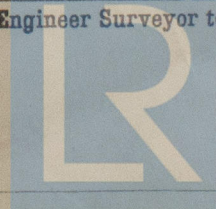
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI 2 MAY 1947

As now subject



Lloyd's Register Foundation

L991-0044

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

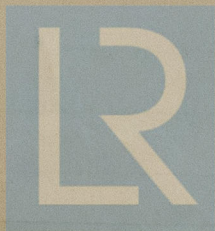
Is a Certificate required? If so, to be sent to



23 APR 1947

RETAIR

RETAIR



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