Rpt. 9.

No. 113225.

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

(Received at London Office 11 OCT 1939)

Date of writing Report 2nd Oct 1939. When handed in at Local Office 3 OCT 1939 19 Port of LIVERPOOL

No. in Reg. Book. 04620. Survey held at FLEETWOOD. Date, First ~~Survey~~ AND. Last Survey 28th Sept. 1939. (No. of Visits ~~Final~~)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ALIDA"

Tonnage { Gross 270 Net 105

Nominal Horse Power { 87.

No. of Main Boilers 1 SB.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 200 lb.

in Donkey Boilers ✓

Vessel built at DUNDEE By whom DUNDEE S. B. Co. Ld. When 1915 9 (Year. Month.)

Engines made at GLASGOW. By whom W. BEARDMORE & Co. Ld. When 1915.

Boilers, when made (Main) 1915 (Donkey) ✓

Owners J. MARR & SON, LD. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port FLEETWOOD. Voyage

~~If~~ Surveyed ~~Afloat or~~ in Dry Dock SLIPWAY. (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100A1, Strengthened.		✠LMC. MS ~~8.35~~ 9.39
9.39.		B.S. 7.39. ~~6.34~~
S.S. Fit. No 3 - 3.27.		T.S. 11.36.
~~S.S. Fit. No 2 - 3.35~~		
S.S. Flt 2nd No 3 - 9.39		

Particulars of Examination and Repairs (if any) PROPELLER.

(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? No.

" " Donkey " " " ✓

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

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 11th July 1939. 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? yes Is it fitted with continuous liner? yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No. 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 28th Sept 39. State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft good fair.

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.

The Owners representative stated that whilst the vessel was off the South coast of Ireland on the way to the fishing grounds the revolutions of the engines suddenly increased and there was some vibration. Vessel returned to port for examination.

Now done. Vessel placed on slipway. Propeller, screw shaft, stern bush & outside fastenings examined.

Found. Propeller one blade broken off close to the boss. A new C.S. propeller has now been fitted and the stern bush renewed.

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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

so far as now seen is in good condition and eligible in my opinion to remain as now classed without fresh record. Notation T.S. cl seen 9.39.

Survey Fee (per Section 29)	£ : :	Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29.)	£ 1 1 : 0	4 OCT 1939
Travelling expenses (if chargeable)	£ : :	Received by me, 19

R. B. Grier.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL

Assigned As now.

T.S. 9.39.

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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W991-0152

Propeller (broken) renewed &
shaft examined

It is submitted that
this vessel is eligible for
THE RECORD. 19.9.39

13/10/39

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