

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

(Received at London Office 21 JAN 1948)

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of LIVERPOOL.

No. in Survey held at Manchester Ship Canal. Date. First Survey 29/12/47 Last Survey 1/11 1948 (No. of Visits 3)

7543 on the Machinery of the ~~Wood, Iron or Steel~~ "THE LIDOMUS".

Gross 10643 Vessel built at Portland, Or. By whom Kaiser Co. Inc. When 1944

Net 6303 Engines made at Lynn, Mass. By whom General Elec. Co. When 1944

Nominal 1485 Boilers, when made (Main) 1944 (Donkey) -

of Main Boilers 2WT (Spt. 464) Owners Anglo-Saxon Pet. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

of Donkey Boilers - Managers - Port London. Voyage

Team Pressure in Main Boilers 500 If Surveyed Afloat or in Dry Dock. Afloat. (State name of Dock.) Ince Lay Bye & Stanlow.

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

Previous Report No. Port

Particulars of Examination and Repairs (if any) REPAIRS.

Medical Surveys, when held, must be reported in detail and serially 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.

Where 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? none

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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? -

What was the 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? NO. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the 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 Not examined. State the wear down in the stern bush - Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

Intended at Owners request to examine main condenser stated to have been leaking on voyage.

REPAIRS. A number of tubes plugged and condenser tested.

B. A number of spare tubes have been placed on board with a view to fitting at the end of the voyage.

R.L. No action on this occasion.

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

condition and eligible in my opinion to remain as now classed without fresh record. Subject

items as previously recommended by the Society Surveyors

Survey Fee (per Section 23) £ : : Fees applied for 4 JAN 1948

Special Damage or Repair Fee (if any) £ 5 5 0

ATE ATTENDANCE £ 3 3 0 Received by me, 19

Printing expenses (if chargeable) £ 1 9 0

Committee's Minute LIVERPOOL 20 JAN 1948

Witnessed as how. Subject

upto Riv. 30.6.48.



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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Noted.
Lulysia - as previously recommended.
The case is fully stated in an
endorsement - dated 29-10-68.

L.H.
9/3/68.



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