

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

(Received at London Office 18 DEC 1953)

Date of writing Report 17th Dec 1953 When handed in at Local Office 17th Dec 1953 Port of London
No in Reg. Book. Survey held at London Date. First Survey 11th Dec Last Survey 14th Dec 1953
(No. of Visits 3)

23780 on the Machinery of the ~~Wood~~ or Steel S S "Prospector"

Tonnage { Gross 6165 Vessel built at Port Glasgow By whom Lithgows Ltd Year. Month. When 1944 1
Net 3625 Engines made at Glasgow By whom D Rowan & Co Ltd When 1944
MN As Per Rule 524 Boilers, when made (Mach) 1944 (Donkey) 1944
No. of Main Boilers 2 DE Owners Charante S S Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
HS " " 8208 Managers J & J. Harrison Ltd Port Liverpool Voyage
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock South West India. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure—
in Main Boilers 210 lb
in Donkey Boilers 120 lb
Last Report No. 124783 Port LON
Particulars of Examination and Repairs (if any) Boiler Defects

HULL		MACHINERY	
+ 100 A1	8.53	+ LMC	
SS 6lo	11.52	BS	8.53
		MS	11.52
		TSEL	7.53

Fitted for oil fuel 6, 50 F.P. above 150°

(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?

Did the Surveyor personally go inside each 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. Auxiliary machinery should be referred to by position in Machinery Space.

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

how Done:
Starboard D.E. Boiler. The examination was called for by the owners due to the fact that during boiler cleaning an internal rivet head was found missing on lower fore longitudinal bath strap. The bath strap was examined and no visible defects found in way of rivet hole, the plating was found staggered in rivet hole, the hole subsequently reamed and a new rivet fitted. 2 rivets removed adjacent and examined found satisfactory, all rivets in bath strap hammer tested, also general examination of all internal riveting. It is recommended that riveting in lower fore longitudinal bath strap be specially examined at next B.S. On completion of repairs a hydraulic test applied and repair found tight and free from leakage. Test pressure 200 lb/in.

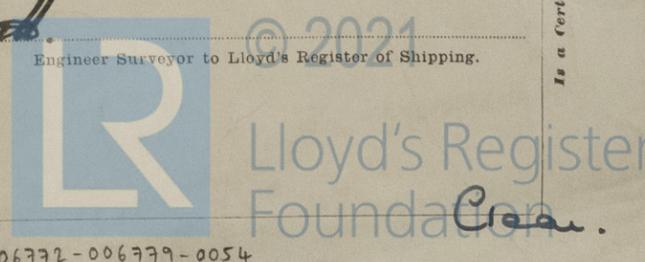
General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel so far as now seen is in an efficient condition and eligible in my opinion to remain so classed without fresh record, subject to Starboard D.E. Boiler lower fore longitudinal bath strap riveting be specially examined at B.S.

Survey Fee (per Section 23) £ : : Fees applied for 18/12/53
Special Damage or Repair Fee (if any) £ 10 : 10 : 0 Received by me, J. H. Smith
(per Section 23.)
Travelling expenses (if chargeable) £ : 6 : 0
Committee's Minute
Assigned M. J. Law
AS NEW

TUESDAY 29 DEC 1953

Engineer Surveyor to Lloyd's Register of Shipping.



21 DEC 1953

Has a Survey also been held on Ship? If so, is the report sent now, or when will it be sent?

1000 (53) Transfer Ink (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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

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