

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

(Received at London Office

3 JUL 1947)

Date of writing Report. 1-7-1947 When handed in at Local Office. 2-7-1947 Port of SWANSEA.
 Date. First Survey 20-6-47 Last Survey 21-6-1947
 (No. of Visits. 2)

9904. on the Machinery of the ~~Wood, Iron or Steel~~ "HEMBURY".
 (Type of Vessel.)
 Gross 4974. Vessel built at Newcastle. By whom Wm. Dobson & Co. When 1915.
 Net 3508. Engines made at Wallsend. By whom Swan Hunter & Wigham Richardson. When 1915.
 Boilers, when made (Main) (Donkey)
 Owners J. & R. Grant Ltd. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Managers Port London. Voyage
 If Surveyed Afloat or in Dry Dock Afloat.
 (State name of Dock.)

Report No. Port REPORTED KNOCK

Particulars of Examination and Repairs (if any) L. P. ENGINE.

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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.

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey "

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?

Latest date of internal examination of each boiler.

Present condition of funnel(s).

Has the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has 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 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.

State the wear down in the

in 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.

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

Complete.

Reported knock in L.P. Engine whilst on a voyage from Newport to the Azores on the 20th June, 1947.

Now Done:- Main Engine examined under full working conditions, and other than knock in L.P. bottom end dealt with by adjustment of oil clearance and linking in of L.P. valve gear found in good running order.

Shafting examined without opening up with satisfactory results.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, is eligible in my

(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, BS 9,11, B&MS 9,11 XLMC 9,11 or XLMC 140 lb., FD, &c.)

opinion to remain as notated classification contemplated.

Fee (per Section 29) Int. Cert. £ 6: 6: - Fees applied for 2-7-1947
 Damage or Repair Fee (if any) £ : : Received by me, 19
 Printing expenses (if chargeable) £ 3: 3: -
 Attention fee 20-6-47 £ 3: 3: -
 Committee's Minute 21-6-47 £ 3: 3: -

FRI. 25 JUL 1947

See Ant 24325

Engineer Surveyor to Lloyd's Register of Shipping.



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008778-008785-0284

Minor adjustments made
to main engine.

It is submitted that this
vessel is eligible to remain
as **CLASSED**.

L. J.
25/2/52



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