

Rpt. 9.

N/N "LIBERTY"

No. 14449

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

(Received at London Office

5 FEB 1951

Date of writing Report

19

When handed in at Local Office

19

Port of

Calcutta

Date, First Survey

13-1-51

Last Survey

24-1-51

19 51

(No. of Visits

3)

No. in
Reg. Book

Survey held at

Calcutta

on the Machinery of the

Wood, Iron or Steel

SS. "STRYMON"

Tonnage

Gross

5250

Net

3218

Nominal
Horse Power

5177H.

No. of Main Boilers

JSB

No. of Donkey Boilers

✓

Steam Pressure

180 lbs

in Main Boilers

✓

in Donkey Boilers

✓

Vessel built at

Newcastle

By whom

Palmer's Co. Ltd.

Engines made at

-do-

By whom

-do-

Boilers, when made (Main)

1919

Owners

Owners' Address

(Donkey) ✓

Managers

H. G. Swain

Port

Chios

Voyage

✓

If Surveyed Afloat or in Dry Dock

Afloat.

(State name of Dock.)

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 expired	Machinery and Boiler Surveys including date of N.B., if any
* 100 A		* LMC 2-47
R-49.		BS 6-49
SS. PIR - 2-47 (D+)		CLW 4-48

Last Report No. 14378 Port Cal

Particulars of Examination and Repairs (if any) Compl. BS.

(Periodical 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.

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

Port of Calcutta has surveyed Karachi 2-10-50.

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

Started 13-1-51.

Present condition of funnel (✓) Good

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes.

To what pressure were they afterwards adjusted under steam? 180 lbs to 4" ✓

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?

Yes

, 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?

Yes.

, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? ✓

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft

✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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.

how done for completion of BS for record of BS 10-50:-

The starboard main boiler examined internally and externally together with its safety valves, mountings, manholes, doors and their fastenings and found as now placed in good condition.

The safety valves afterwards adjusted under steam for a W.P. of 180 lbs.

Repairs:- Both bottom manholes and doors built up by E.W. and doors refitted.

Centre box of tubes - 12 plain tubes renewed - 3 rivets renewed in wrapper plate flange and one crack cut out and built up by E.W.

Port box of tubes - one plain tube renewed.

P.T.O.

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, &c., thus, for example, B.S. 9/11, B.&M.S. 9/11, *L.M.C. 9/11, or *L.M.C. 140 lb., F.D., &c.)

CS 3,34.

This vessel's machinery, so far as now seen, is eligible in my opinion to be retained as now classed and to have the record of BS 10-50 as previously recommended, subject to one plugged stay tube in starboard box of starboard boiler being renewed at next BS.

by Fee (per Section 29)

BS

£ 130/-

Fees applied for

24-1-1951

Damage or Repair Fee (per Section 29)

M.

£ 70/-

Received by me,

£ 9/-

19

Alling expenses (if chargeable)

£

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUES. 20 FEB. 1951

BS 10, 50 subject

N.B.

"Steymon"
Stoffered stay tube in starb^d box, 10th row from top - 4th tube from int^d side
not renewed at this time - but stoppers renewed.

It is recommended that this stay tube be renewed at the next
boiler survey.

At the same time it is submitted that the Owners be advised
that, so far as the starb^d boiler is concerned, it would be
advisable to have spare plain & stay tubes ready for the next BS
when it is considered it will be advisable to renew a number
of plain and stay tubes which are becoming thin.

A.E.



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