

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

Date of writing Report 28 7 1954 When handed in at Local Office 30 JUL 1954 19 25 AUG 1954 (Received at London Office)
 No in Reg. Book. Survey held at LIVERPOOL Date. First Survey and Last Survey 24 7 1954 (No. of Visits 1)
 Port of LIVERPOOL

54481 on the Machinery of the Wood, Iron or Steel S/S 'BROOMFIELD'
 Tonnage { Gross 657 Vessel built at Lytham By whom Lytham S.B. & E. Co. Ltd. Year. Month. 1938 4
 Net 268 Engines made at do. By whom do. When 1938
 IN As Per Rule 81 Boilers, when made (Main) 1938 (Donkey) do. When 1938
 No. of Main Boilers 1S Owners Zillah Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 " " " 1637 Managers Coast Lines, Ltd. Port Liverpool Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock CLARENCE D.DK.
 Steam Pressure— (State name of Dock.)
 in Main Boilers 200
 in Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 HULL MACHINERY
 +100A1 3,53 +LMC 3,51
 ssLiv.-3,51 BS 3,53 4.54
 TS CL 2,53

Particulars of Examination and Repairs (if any) DOCKING
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

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. NONE REPORTED

Is 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? NONE

Not state for what reasons SURVEY NOT DUE What parts of the Boilers could not be thus thoroughly examined? ✓

At 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ Present condition of funnel(s) ✓

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did 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? NO

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

State date of examination of screw shaft ✓ State the wear down in the stern bush NOT TAKEN

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? NOT TESTED

When 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

Now Done.

DOCKING—Vessel placed in dry dock. Propeller, aft end of sternbush (external) and outside fastenings examined and found in good order.

S.R.L. ITEM. Nothing done at this time.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery if 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.)

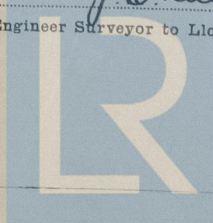
As seen, is in an efficient condition and eligible in my opinion remain as classed without fresh record of survey. Subject to all welded stay tubes being renewed by the next boiler survey, as previously recommended.

Fee (per Section 23) £ : : Fees applied for, 19
 Damage or Repair Fee (if any) £ : : Received by me, 19
 (per Section 23.)
 Working expenses (if chargeable) £ : :

Surveyor's Minute LIVERPOOL

As now subject

J. E. Radcliffe
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

2-4
30/8/56

25/8/54.

The first of these is the fact that the
 system of taxation is not uniform
 throughout the country. In some
 parts the tax is very high, while in
 others it is very low. This is due to
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Nov. 20.
To the
Hon. Secy.
of the
Treasury
Washington

AS 747 TOM

QUG 704 V3V2A3

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Foundation