

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

5 APR 1950

(Received at London Office)

Date of writing Report

When handed in at Local Office

27 MAR 1950

Port of

LIVERPOOL

No in Reg. Book. Survey held at

Liverpool.

Date. First Survey

10/3/50

Last Survey

20/3/19 50

(No. of Visits)

2

07450 on the Machinery of the ~~WOODHILL~~ Steel

"DOVER HILL"

Gross 7295  
 Net 5083  
 Nominal Horse Power 510

Vessel built at

Sunderland.

By whom

Short Bros. Ltd.

When 1945

4

Engines made at

Newcastle.

By whom

N.E. Marine Eng. Co. (1938)

When 1945

Ld.

Boilers, when made (Main)

1945

(Donkey)

-

Owners

Dover Hill S.S. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Main Boilers

3 (Spt)

Managers

Counties Ship Management Co. Ltd.

Port

Sunderland

Voyage

No. of Donkey Boilers

-

Steam Pressure—

220

If Surveyed Afloat or in Dry Dock

Afloat.

(State name of Dock.)

Alexandra Dock.

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

CHARACTER.  
 \* for Special Survey.  
 Date of last Survey and of Periodical Surveys.

Years  
 assigned  
 now  
 expired.

Machinery and Boiler  
 Surveys  
 (including date of N.B., if any)

\*100A1 with Fbd.  
 5,49.

\*LMC 4,45.  
 TS CL 5,47.

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Repairs.

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. Greenock 8-3-50. a.s.

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. none reported.

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 through examination at this time? no

Donkey " " " " none.

If not, state for what reasons. BS. not due.

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)

Good

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. Vessel afloat.

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?

As detailed.

Engine parts, when referred to by numbers, should be counted from forward.

Complete.

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

None.  
 The following repairs carried out as recommended by the Greenock Surveyors (see Greenock letter dated 8-3-50).

Foreboard Dynamo. Armature removed and commutator skimmed, replaced and tested under working conditions. Insulation megged to test 2 found satisfactory.

Afterboard Dynamo. New piston fitted and machine examined under working conditions. Bearings of both sets tried under working conditions & found satisfactory.

## 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, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

CS 3,34

The machinery of this vessel so far as now seen is in an efficient condition and is eligible in my opinion to remain as now classed without fresh record of Survey.

Survey Fee (per Section 29)

£

Fees applied for

29 MAR 1950

Special Damage or Repair Fee (if any) (per Section 29.)

£

Received by me,

Travelling expenses (if chargeable)

£

Committee's Minute

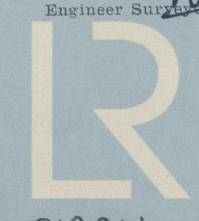
LIVERPOOL

-4 APR 1950

Assigned

As now.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

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