

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MAR 6 1940

Date of writing Report 19 When handed in at Local Office 29 FEB 1940 Port of LIVERPOOL

No. in Reg. Book 35327 Survey held at Birkenhead Date, First Survey 21/2/40 Last Survey 23/2/1940 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "Torinia"

Tonnage Gross 10364 Net 6178 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1939-7

Nominal Horse Power 628 Engines made at do By whom Hawthorn Leslie & Co. Ltd When 1939

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1939

No. of Donkey Boilers 2 Owners Anglo-Saxon Pet. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb. Managers Port London Voyage

in Donkey Boilers 180 lb. Surveyed ~~At~~ in Dry Dock Clovers Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) *Shy & Part C.S.*

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

" " Donkey " " No

If this was not done, state for what reasons? *Not due*

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

Present condition of funnel(s) *good*

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

To what pressure were they afterwards adjusted under steam?

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?

, 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 screw shaft now been drawn and examined? *No*

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 *6*

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 *C.S.*

Now done:- Vessel placed in dry dock. The propeller and all outside fastenings examined and found satisfactory.

Commencement of C.S.:- No 1 main engine main bearing & brooks examined and found in good order. Clutches of main engine driven pumps examined and found in good order.

General Observations, Opinion, and Recommendation:—The machinery of this vessel

(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, H.S. 0.11, B.&W.S. 0.11, & L.M.C. 0.11, or L.M.C. 140 lb., F.D., &c.)

as far as now seen, is in safe working condition, eligible in my opinion to remain as classed, with fresh record of + L.M.C.-CS- (with date) when the survey is completed.

Survey Fee (per Section 29) £ : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, ✓

Travelling expenses (if chargeable) £ : : ✓

Committee's Minute Assigned *As now.*

H.W.B. Edwards 2021
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1150-0138

Not C.S. commenced.

L.H.
8/3/40.

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