

replacem<sup>t</sup> of Anchors or Chains is reported the particulars should be summarised in the form shown below. Whenever the State also the dates and initials of any letters respecting this case.

TELEGRAMS : LLOYDBERG, MANCHESTER

W1187-0136

TELEPHONE : DEANSGATE 2333 (2 LINES).

All communications to be addressed to  
THE SURVEYORS.

# Lloyd's Register of Shipping,

Union Bank Chambers,  
230, Chapel Street, Salford, 3,

Manchester, 28th June, 1943.

Reference

CSN/FS

Dear Sir,

M.V. "DEVIS".

Manchester Report No. 11,513.

We are in receipt of your Classing Letter of the 23rd instant and regret the omission of necessary information from the above report.

Eighteen visits were paid to the ship whilst she was under survey.

With regard to Circular No. 1784 the fuel oil system was seen under working condition and found satisfactory, the delivery pipe lines were well lighted, accessible and all joints were found tight. Defects in the bottom pistons were grooving caused by the fuel injection valves, apparently the spray from these valves strikes the pistons in the same place every time the valve opens, the depth of the groove at this time was approximately half an inch, the original thickness of the piston crown  $1\frac{3}{4}$ ".

The new Paxman Diesel Engine driving a reconditioned dynamo apparently was not built under survey, the marks on the crankcase and name plate were as follows:-

Q.R.Type. 44 B.H.P. 1000 Rev/Min. Engine No. 3357  
2.5.43. D.R.W.C.

P.T.O.

W1187-0137

Time was not available to open up the Engine for examination.

The dynamos were not arranged to run in parallel.  
A Certificate supplied with the "Gasoil" simply stated flash point not below 150° F. and as the ship could not be delayed any longer to make the new fuel tank tight this oil was placed on board in drums.

We are, Dear Sir,  
Yours faithfully,  
The Surveyors,

Per:- *Newton*

The Secretary,  
WOKINGHAM.

H

*RS*

30 JUN 1943

*RS*



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Foundation