

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

(Received at London Office)

Date of writing Report 16th June 1943. When handed in at Local Office 16th June, 1943. Port of MANCHESTER.

No. in Survey held at MANCHESTER Date. First Survey 28th April Last Survey 11th June, 1943.  
Reg. Book. (No. of Visits.....)

72421 on the Machinery of the ~~Woodcock~~ Steel M.V. "DEVIS".

Tonnage { Gross 6054 Vessel built at Belfast. By whom Harland & Wolff Ld. When 1938 2.  
 Net 3744 Engines made at Belfast. By whom Harland & Wolff Ld. When 1938 2.  
 Nominal { 898 Boilers, when made (Main)..... (Donkey)..... 1938.  
 Horse Power }  
 No. of Main Boilers - Owners Lampport & Holt Line Ld. Owners' Address.....  
 No. of Donkey Boilers 2 Managers..... (it not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers - Port LIVERPOOL. Voyage.....  
 in Donkey Boilers 120 lbs. If Surveyed Afloat ~~at Donkey Dock~~ Salford Docks, Manchester Particulars of Classification which must be inserted  
 (State name of Dock.) precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Continuous Survey and Donkey Boiler Survey.

(Periodical Surveys, when held, must be reported in detail and serialim 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 " " " Yes.

If not, state for what reasons \_\_\_\_\_ 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 Donkey 5.5.43 and 6.5.43. Present condition of funnel 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? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs/sq. in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? Yes.

Has 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? -

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 \_\_\_\_\_ Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? See below.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete C.S. see Form 7E.

NOW DONE FOR C.S.

MAIN ENGINE. Nos. 1 and 6 top and bottom covers, top and bottom pistons, top and bottom exhaust pistons and liners. Both bottom pistons built up by electric welding. Piston rods could not be examined at this time owing to cast iron sleeves which are fitted over the rods. Main engine driven salt water circulating pump examined and found or placed in good condition.

AUXILIARIES. Steam driven dynamo engine examined in its entirety and found or placed in good condition.

NOW DONE FOR DONKEY BOILER SURVEY. Both Donkey Boilers examined internally and externally together with all their mountings. A number of rivets electric welded in way of furnace mouth in vertical Donkey Boiler. Safety Valves of both Boilers adjusted under steam to the above pressure.

ELECTRICAL INSTALLATION.

REPAIRS. Steam driven 20 K.W. generator armature rewound and commutator micas part renewed.

ADDITIONS. 30 K.W. Diesel driven generator fitted on board to provide extra power for D.G. P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is, in my opinion, in good and efficient condition and eligible to remain as now classed in the Register Book and to have fresh record of LMC (C.S. with date) when the survey has been completed and to have D.B.S. 5,43 now, subject to the 12 ton gas oil tank in Engine Room (P.S) not being used

(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.

Survey Fee (per Section 29) D.B.S. £ 3 : 0 : 0 Fees applied for 16. 6. 19 43.  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, \_\_\_\_\_  
 Travelling expenses (if chargeable) £ : : \_\_\_\_\_

LICENCE CASE. TUES. 13 JUL 1943  
 Committee's Minute  
 Assigned As now subject DBS 5.43

Engineer Surveyor to Lloyd's Register of Shipping.  
 Received by me, \_\_\_\_\_  
 19 \_\_\_\_\_



Insert Character of Ship and Machinery precisely as in the Register Book.

OIL ENGINES CONTINUOUS SURVEY.

T.O. done 4/1 (WE)

Is a Certificate required? If so, to be sent to \_\_\_\_\_

11187-68110

M.V. "DEVIS".

ELECTRICAL INSTALLATION (COND)

and lighting in temporary accommodation in 'tween decks. Necessary switchboard and fittings provided to control the three generators now on the vessel. Wiring and fittings in 'tween deck accommodation found satisfactory.

All generators tried under working conditions.

A tank has been fitted at this time in the Engine Room (P.S) to carry 12 tons of gas oil for the two Paxman driven dynamos. The attention of the Owners was drawn to the Rules regarding the fitting of this tank but no Plans have, as yet, been received for approval. This tank was not constructed under our supervision and when seen on board was considered unsatisfactory and was rejected under test owing to bad leakages. It is submitted that this tank should not be used.

*Handwritten initials*

*My dne 242 Had raised*

*D.D. held*

*An additional dynamo not fitted.*

*N.A. 5743*

*subject to the 12 ton oil fuel tank in Engine room not being used.*

*Handwritten initials and date*



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