

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

(Received at London Office 28 APR 1941)

Date of writing Report 21<sup>st</sup> Apr 1941 When handed in at Local Office 21<sup>st</sup> Apr 1941 Port of London

No. in Survey held at London Date. First Survey 31 March Last Survey 11 April 1941  
 (No. of Visits FOUR)

1323 on the Machinery of the Wood, Iron or Steel S/S BROCKLEY HILL

Gross Tonnage 5297 Vessel built at Greenock By whom Caird & Co. Ltd When 1919. 4  
 Net Tonnage 3205 Engines made at Do By whom Do When

Nominal Horse Power 57 Boilers, when made (Main) - 1919 - (Donkey)

No. of Main Boilers 3 Owners Brockley Hill S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers  Managers Counsell Ship Management Co. Ltd Port London Voyage -

Team Pressure in Main Boilers 180  Surveyed Afloat  in Dry Dock H.G. Dock London (State name of Dock.)

in Donkey Boilers

Last Report No. 2883 Port St. J.

Particulars of Examination and Repairs (if any) - B.S. -

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1</u>		<u>+LMC 3.36</u>
<u>SSNPT N°3 - 12 31</u>		<u>B.S. 12-39</u>
<u>SSAms N°1 36</u>		<u>TS. CL. 4-38</u>
<u>Examined 12.40 GRX</u>		

Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 P.S. 11.4.41. C 4.4.41. Present condition of funnel(s) good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? Yes, 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? Yes, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?  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 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from foreward. 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 To complete -

The Safety valves of all Boilers to be adjusted under steam. It is stated that this will be done after the vessels arrival at River Tyne. Surveyor's Advised

Now done. Port Centre & S<sup>o</sup> Boilers examined internally and externally together with man hole doors and their fastenings, safety valves and other mountings and placed in satisfactory condition. Port & Centre funnels of Port Boiler down approx 1 1/2" thus jammed and appear 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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel as far as now seen is in a good and efficient condition and in slight. in our opinion to have fresh record B.S. A. 41 when the survey is complete.

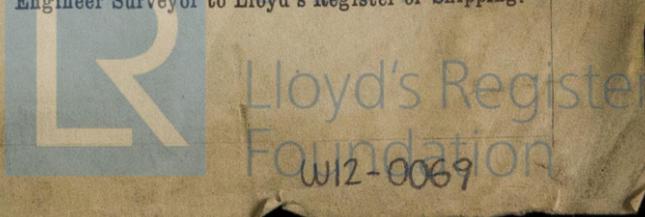
Survey Fee (per Section 20) B.S. £ 4 : 0 : 0 Fees applied for 28 APR 1941

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

Travelling expenses (if chargeable) £ : : 32. Dupuis - J. G. Owen  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 6 MAY 1941

Assigned Deferred



The Surveyors are requested not to write on or below the space for Committee's Minute.

This is a Certificate required by 1180, to be sent to

BS due 12.40 partly held.  
Completion on arrival in the Bay.

Missubmitted that this  
vessel WILL BE eligible  
for the record. BS 4.41 when the  
safety valves have been  
adjusted.

L.H.  
1/5/41.

Handwritten signature or initials in cursive script.

Faint, mostly illegible handwritten text in cursive script, covering the majority of the page. Some words like 'Safety', 'Bay', and 'vessel' are partially visible.



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