

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

(Received at London Office)

11 AUG 1941

Date of writing Report 9th Aug 1941 When handed in at your office 9th Aug 1941 Port of BELFAST
 No. in Reg. Book Survey held at Belfast Date First Survey 21st July Last Survey 4th Aug 1941
 86034 on the Machinery of the Wood, Iron or Steel S.S. WALNUT

Tonnage Gross 340
Net 125

Nominal Horse Power 50 R.H.P.

No. of Main Boilers 1

No. of Donkey Boilers 1
Steam Pressure in Main Boilers 130 lb.

in Donkey Boilers ✓

Vessel built at Paisley

Engines made at "

Boilers, when made (Main) 1910

Owners Franty Tom P.C. Co.

Managers J. Disher & Sons Ltd

If Surveyed Afloat or in Dry Dock Playenden

(State name of Dock.) dry dock

By whom J. Disher & Sons Ltd

When 1910-3

By whom J. Disher & Sons Ltd

When

Particulars of Classification (owner must be consulted according to Register Book & Supplements).

Machinery and Boiler Surveyor

Date of last Survey and of previous Survey

Machinery and Boiler Surveyor

including date of last, if any.

Last Report No. Port

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

Periodical Surveys, when held, must be reported in detail and section in the terms of the Rules, which specify 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.

Yes. Not required

Was a damage report made by anyone else? If so, by whom?

Underwriters Surveyor

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

Yes

Boiler

If this was not done, state for what reasons

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 21/7/41

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Has the screw shaft now been drawn and examined? Yes

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Yes

State date of examination of Screw Shaft 23/7/41

State the distance between flignum vitalis or bearing metal or stern bush and top of after bearing of screw shaft

REWOODED

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

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? Yes

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

Now done for damage stated due to vessel grounding on

Dundalk Bay on the 17th June 1941 whilst on passage

from Glasgow to Dundalk. —

Vessel placed in dry dock. Screw shaft drawn for

examination and found in good condition. Stern bush

REWOODED. Propeller and outside fastenings of sea connections

examined and found in order. Thrust shaft examined

and found in order. Air pump lines removed, boxed

out, refitted and new bucket made. Back gear

pins in pump levers renewed. New feed pump rams

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, pumping apparatus, etc.; thus, for example, B.S. 9,11, B.A.M.S. 9,11, T.D.C. 9,11, or

L.M.C. 100 lb., T.D.C. 200)

The machinery of this vessel, as you seen, is in good

condition and eligible in our opinion to remain as classed

with fresh records of screw shaft seen 7,41 and B.S. 8,41

P.T.O.

(The Surveyors are requested to write on the back of this page)

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

Survey Fee (per Section 29) £2 : - : -

Special Damage or Repair Fee (if any) £5 : 5 : - (per Section 29.)

Travelling expenses (if chargeable) £ : : -

Committee's Minute LICENCE CASE-DAMAGE

Assigned P.J. 18 AUG 1941

Received by me, 19

John Mafee & R. Martin

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

X137-00 98

fitted. Bilge pump rams skinned up.
L.P. crosshead slippers renewed.

For B.S. and repairs (wear and tear)

The boiler examined throughout together with its doors and mountings and found or placed in good condition. The boiler was afterwards found sound and tight under steam and the safety valves were adjusted to 130 lb./¹⁰"

The H.P. piston valve chest bored out and new valve fitted.

Minor repairs effected to bilge and ballast piping.

J. Mac.

Grounding damage. Repair effected
Forward. H.P. examined
Bilge pump
Holes bored repair effected

It is submitted that
this vessel is eligible for
THE RECORD.

B.S. 4/1

S. 7.4/1

Hans
22.8.41

