

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

Date of writing Report... 13 OCT 1953  
 When handed in at Local Office...  
 No in Reg. Book. Survey held at... BIRKENHEAD.  
 Port of... LIVERPOOL  
 Date. First Survey 9 Sept. Last Survey 29 Sept. 1953.  
 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. 'SOMERSETSHIRE'

Gross Tonnage 9787 Vessel built at Belfast. By whom Harland & Wolff, Ltd. Year 1921 Month 6  
 Net Tonnage 5511 Engines made at Glasgow. By whom do. When 1921  
 IN As Per Rule 987 Boilers, when made (Main) - (Donkey) 1921 New DB. fitted 1945.  
 No. of Main Boilers - Owners Bibby Line, Ltd. Owners' Address -  
 No. of Donkey Boilers 1 Managers Bibby Bros. & Co. Port Liverpool. Voyage -  
 Steam Pressure - If Surveyed Afloat or in Dry Dock Both  
 in Main Boilers - Phil D.D 9 Bidston  
 in Donkey Boilers 105

HULL	MACHINERY
+100A1. 2,53.	+LMC.CS.12,51.
S.S.LIV.11,48(Dr).	DBS.3,53.
S.S.LIV.12,51.	+New DB.made 40 fitted 45.
	TS.CL.10,51.
	OIL ENGINES
	CONTINUOUS SURVEY.

Particulars of Examination and Repairs (if any) *DKj. & C.S.*  
 Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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.

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.  
 as 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?  
 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. Present condition of funnel(s)  
 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? 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?  
 as the screw shaft now been drawn and examined? *No* Has it a continuous liner? *Yes* Is an approved oil retaining appliance fitted at the after end? *No*  
 as shaft now been changed? *Yes* If so, state reasons. Has the shaft now fitted been previously used? *Yes* Has it a continuous liner? *Yes*  
 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. *P. 1/16" S. 1/8"*  
 as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?  
 engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.  
 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *C.S. case.*

*Now done*  
 Vessel in dry dock, propellers, sea connections outside fastenings examined & found in satisfactory condition.  
 Port M.E. Nos 2 & 5, & Star. Nos 1, 2, & 3, cylinders, covers, valves, pistons, rods, crossheads & bearings.  
 Port 1, 2, 3, & 8 and S. No 8, main journals & bearings.  
 Port 3, 4 & 6, and S. 5 & 6, crank pins & bearings.  
 Both main thrusts, the aft h.o. pump, ballast pump, and the after manoeuvring air compressor with coolers, also the outboard piston cooling pump, all examined & found or placed in order.  
 The two lower forward air receivers examined internally & externally with fittings & found in efficient condition.

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, etc.)  
 Eligible in our opinion to remain as classed and to have fresh record of +LMC CS (with date) when the survey is completed.

Survey Fee (per Section 23) *C.S.* £15 - - Fees applied for, 19...  
 Social Damage or Repair Fee (if any) £ : : Received by me, 16 OCT 1953  
 Travelling expenses (if chargeable) £ - 134  
 Committee's Minute LIVERPOOL 20 OCT 1953  
 signed *As now*

*M. Chambers, J.E. Radcliffe*  
 Engineer Surveyor to Lloyd's Register of Shipping.



W653-0080

Rec'd  
Part C8  
Jan  
2. 11. 13

Repair.

Nos P. 2. and S. 113 cross head bearings re-metalled.  
No 1 S. fitted with new pins head and the roller  
bearing ring for the pins renewed. (pins worn & head cracked)  
New shafts & slumbers fitted to aft h.o. pumps.