

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

- 3.11.1942

Date of writing Report May 30th 1942 When handed in at Local Office June 11 1942 Port of New York
 No. in Reg. Book 28670 Survey held at New York Date, First Survey March 20 Last Survey April 21st 1942
 on the Machinery of the Wood Iron or Steel Mixlo (No. of Visits 8)

Tonnage Gross 7455 Vessel built at Newcastle By whom Armstrong Whitworth & Co. When 1922-1
 Net 4415 Engines made at Newcastle By whom Armstrong Whitworth & Co. When 1922-1
 Nominal Horse Power 574 Boilers, when made (Main) 1922-1 (Donkey) ✓
 No. of Main Boilers 3 Owners Wilk. Wilhelmsson Owners' Address as recorded
 No. of Donkey Boilers ✓ Managers ✓ (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Port Swindberg Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both. Bethlehem
 (State name of Dock.) 17th St. Brooklyn

Last Report No. PortParticulars of Examination and Repairs (if any) Damage & B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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. Not requested

Was a damage report made by anyone else? If so, by whom? Underwritten surveyorDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes" " Donkey " " " ✓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 Port March 26th 1942 Star April 3rd 1942 Lo April 6th 1942 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? 180 lbs.

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? Yes and of the Donkey Boilers? ✓

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

Is screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Is shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted been previously used? ✓ 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓Is 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 ✓

Now done: - Vessel placed in Dry Dock. All outside fastenings examined and found in good order.

Damage stated to have been caused when the vessel encountered heavy weather on a voyage from Sydney, Nova Scotia to Murmansk Nov 16th to Dec 20th 1941 and on a voyage from Murmansk to New York Dec 29th 1941 to March 6th 1942.

Damage Repairs: - All crosshead, crank & main bearings opened up and L.P. & M.P. crosshead pins found scored and bearings cracked. Crosshead pins skimmed up and new bearings fitted. Thrust shaft with collars & bearings examined & found good. L.P. guide found cracked & was re-metalled. H.P. - M.P. & L.P. pistons lifted. L.P. & M.P. piston rod tapered skimmed up & refitted in good order. (Boat Riser)

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good and stable working condition and eligible in my opinion to remain as now classed without fresh record of survey but with notation of B.S. 4-42.

(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.)
 CS 3,34,
 good and stable working condition and eligible in my opinion to remain as now classed without fresh record of survey but with notation of B.S. 4-42.

Survey Fee (per Section 29) B.S. £ \$: 45

Special Damage or Repair Fee (if any) £ \$: 60

(per Section 29.)

Selling expenses (if chargeable) £ : :

Fees applied for

June 22 1942

Received by me,

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Committee's Minute NEW YORK JUN 17 1942Signed as nowB.S. 4,42John Briggs. © 2020
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
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W196-0313 1/2

S.S. "MIRLO"

B. S. Port, star^{board} & fore^{main} boilers examined internally and externally. All boiler mountings opened up, examined, placed in good order and re-fitted. Safety valves adjusted under steam to 180 lbs. Oil burning installation examined under working conditions and found good.

Boiler Repairs:-Port Boiler.

7 new tubes fitted in Outboard Furnace.

20 new tubes fitted in Centre Furnace.

9 new tubes fitted in Inboard Furnace.

Star^{board} Boiler.

1 new tube and 1 stay tube fitted in Centre Furnace.

9 new tubes fitted in Outboard Furnace.

Fore^{main} Boiler

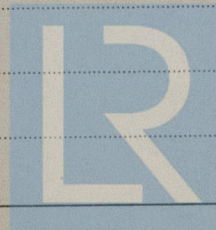
46 new tubes fitted in Port Furnace.

2 new tubes fitted in Centre Furnace.

1 new tube fitted in star^{board} Furnace.

All tubes expanded where found necessary.

J. Briggs.



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