

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

(Received at London Office 29 OCT 1942)

Date of writing Report 19th Oct. 1942 When handed in at Local Office 26.10.42 Port of Glasgow

No. in Reg. Book. 80596 Survey held at Glasgow Date First Survey 12.9.42 Last Survey 19th Oct. 1942 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel SS. POLO

Tonnage Gross 1950 Vessel built at Sunderland By whom Swan Hunter &amp; Wigham Richardson When 1919 5

Net 970 Engines made at Sunderland By whom Richardsons, Westgarth, Ltd. When 1919

Nominal Horse Power 324 Boilers, when made (Main) 1919 (Donkey)

No. of Main Boilers 358 Owners Ellerman's Wilson Line, Ltd. Owners' Address (if not already recorded in appendix to Register Book.)

No. of Donkey Boilers 180 Steam Pressure in Main Boilers 180 lbs. Managers Port Hull Voyage

in Donkey Boilers If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Docking &amp; Part BS.

(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.

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?

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.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boiler?

Did the Surveyor examine all the mountings of the Main Boiler?

Has the screw shaft now been drawn and examined?

Has shaft now been changed?

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft.

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

Now Done:-

Screw placed in dry dock, propeller, after end of stem tube, underwater

sea connections and their outside fastenings examined and found in good order.

SRL. Propeller examined and found tips broken off three blades. Nothing done

at this time. Propeller found efficient.

For BS.

Centre main boiler examined internally and externally together with safety

valves, doors and mountings and found or placed in good working order.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so

(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, &amp;c.; thus, for example, B.S. 9.11, B.&amp;M.S. 9.11, &amp; L.M.C. 9.11, or

far as now seen is in a safe working condition and eligible in our opinion

to remain as classed with fresh record of BS. 7.42 as recommended in

Liverpool Report, on completion of survey as above, subject to propeller being repaired

at first opportunity.

Survey Fee (per Section 29) £ : : Fees applied for

Licence Case £ : : 19.

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19.

Committee's Minute GLASGOW 27 OCT 1942

Assigned referred for Comp BS.

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

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



W208-0163



For B.S. (Cont)

The safety valves of Centre a 11th boilers afterwards adjusted under steam to the above pressure.

REPAIRS:-

1 Combustion chamber stays renewed. End plate in way of bottom manhole door built up by electric welding where wasted. Other minor repairs effected.

J.P. Gibbeson.

Note from BS  
Subject to the Propeller being repaired  
at first opportunity.

In compliance with BS the  
hulls to be surveyed.

1/11/1911

J.P. Gibbeson



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