

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

(Received at London Office 15 MAY 1941)

Date of writing Report 12/5/41 When handed in at Local Office 10 Port of LIVERPOOL

No. in Reg. Book 73274 Survey held at Liverpool Date First Survey 28/4/41 Last Survey 3/5/1941
(No. of Visits 4)

on the Machinery of the ~~Wood~~ Iron or Steel s/s - DOMINO

Tonnage { Gross 1453 Vessel built at Schiedam By whom New Waterway S.B. Co. When 1925-2
Net 711 Engines made at do. By whom do. When 1925-

Nominal Horse Power 280 Boilers, when made (Main) 1925- (Donkey) ✓

No. of Main Boilers 2 SB Owners ✓ Owners' Address do. (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers Ehrman & Wilson Ltd Port do. Voyage ✓
Steam Pressure in Main Boilers 225 # Surveyed Afloat or in Dry Dock Alamanda
in Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1.		+LMC-3.37
11-40		B.1-3.40
1st Sub N.2-8.37		TJ/oa-11-40

Last Report No. Port

Particulars of Examination and Repairs (if any) Graph. Pt.

(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? Pat

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? Yes

If this was not done, state 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 Pat 30/4/41 Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 225 lb/sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? do. 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 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 ✓

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

Done above. The port boiler with its mountings down & fastenings examined. The SV's adjusted under steam as above.

Vessel placed in dry dock. Propeller & outside fastenings of sea connections, examined.

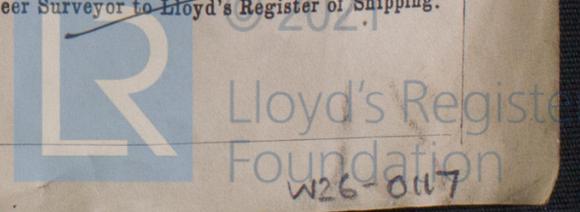
This vessel has now been sunk in the Liverpool docks by enemy action.

General Observations, Opinion, and Recommendation:— For the information of the Committee
(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, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)
CS 3,34

Survey Fee (per Section 29) <u>BE</u> £ 3 : 0 : 0	Fees applied for 19 Received by me, 19
Special Damage or Repair Fee (if any) (per Section 28.) £ : : 0	
Travelling expenses (if chargeable) £ : : 0	

L. Parnham Stuart
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 14 MAY 1941
Assigned B.S. 4.41.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

