

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

(Received at London Office)

15 MAY 1941

LIVERPOOL

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

No. in Reg. Book. 23274 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 - (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Managers Ehrman & Wilson Ltd Port - 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 &amp; Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to class expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1.		+ LMC - 3.37
11-40		B.1 - 3.40
15th N.2 - 8.37		TJ/oa - 11-40

Last Report No. PortParticulars of Examination and Repairs (if any) Graph. Bk.

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

" " Donkey " " " "

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 Pat 30/4/41Present condition of funnel(s) -Did the Surveyor examine the Safety Valves of the Main Boiler? PatTo what pressure were they afterwards adjusted under steam? 225 lb/sqDid 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? Pat, 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? Pat, and of the Donkey Boilers? -Has the screw shaft now been drawn and examined? Pat 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

None done. The port boiler with its mountings down & fastenings examined.  
The S.V. adjusted under steam as above.

Vessel placed in dry dock. Propeller & inside 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, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) 35 £ 3 : 0 : 0 Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 20.) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned B.S. 4.41.

LIVERPOOL

14 MAY 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W26-0117



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