

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

(Received at London Office 15 MAY 1941)

Date of writing Report 25<sup>th</sup> APRIL 1941 When handed in at Local Office 26 APR 1941 Port of LIVERPOOL

No. in Survey held at PRESTON. Date, First Survey and Last Survey 24<sup>th</sup> April 1941 (No. of Visits one)

1274 on the Machinery of the Wood, Iron or Steel "DOMINO"  
Gross 1453 Net 711 Vessel built at SCHIEDAM. By whom NEW WATERWAY S. B. Co. When 1925 2  
Engines made at do. By whom do. When 1925  
Boilers, when made (Main) 1925 (Donkey)  
Owners ELLERMAN'S WILSON LINE Co. Owners' Address  
Managers (if not already recorded in Appendix to Register Book.)  
If Surveyed Afloat or in Dry Dock PRESTON DOCK. (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) PART B.S.

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.

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? *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 STARD. 24<sup>th</sup> April 1941 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? *NOT ADJUSTED.*

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? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? *yes* and of the Donkey Boilers?

Has screw shaft now been drawn and examined? *no* 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 *Good fit*

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Also, 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

*To complete the survey the port boiler to be examined in its entirety and all safety valves to be adjusted. This will be done at Liverpool at an early date. Now done:- Examined boiler internally and externally with mountings, safety valves, man hole doors & fastenings.*

*This vessel has been ... the Liverpool ...*

## General Observations, Opinion, and Recommendation:—

The machinery of this vessel as far as now seen is in good condition and eligible in my opinion to remain as now classed with first record BS 4,41.

(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.&H.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D. &c.)

Survey Fee (per Section 29) £ 3 : : Fees applied for 8 MAY 1941  
Special Damage or Repair Fee (if any) £ : : Received by me, R. B. Grier  
Travelling expenses (if chargeable) £ : : 19  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 14 MAY 1941  
Assigned Defered

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

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

Note part BS.

L.Y.  
20/5/46

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