

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

2 DEC 1940

(Received at London Office

DEC -4 1940

Date of writing Report 19 _____ When handed in at Local Office 19 _____ Port of London

No. in Reg. Book. 71581. Survey held at London Date. First Survey and Last Survey 21. 11. 1940
(No. of Visits one)

71581. on the Machinery of the Wood, Iron or Steel SS BASSANO

Tonnage { Gross 4843 Vessel built at Manchester By whom John Naylor & W. Richardson W. No. 1937. 12
Net 2687 Engines made at do By whom do When 1937

Nominal Horse Power 786 Boilers, when made (Main) 1937 (Donkey) _____

No. of Main Boilers 4. 50. Owners Mellman's Union Line, Ltd Owners' Address _____
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers _____ Managers _____ Port London Voyage _____

Steam Pressure in Main Boilers 225 lb. If Surveyed Afloat or in Dry Dock Afloat. King George Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers _____

Last Report No. 108908 Port London St. James's Circuit

Particulars of Examination and Repairs (if any) condemned

(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? _____

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? _____

Did the Surveyor personally go inside each Donkey 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 _____ Present condition of funnel(s) _____

Did the Surveyor examine the Safety Valves of the Main Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

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? _____, 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? _____, and of the Donkey Boilers? _____

Has the screw shaft now been drawn and examined? _____ 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

Work Done At the request of the Owners representative an examination has been made of the "St. James's Circuit" condenser pipes within the V-bottom deck space. Where deck plating has been fitted to all bulkheads where passing by the condenser pipes & these latter have been efficiently covered across all flange joints by means of heavy gauge threaded cable, fastenings of the whole being effected by the carrier clips holding the pipes to the V-bottom deck.

General Observations, Opinion, and Recommendation:—

(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 2,34

Reported for the information of the Committee.

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

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 10 DEC 1940
Assigned As now subject of White Hall



If so, is the Report sent now, or when will it be sent.

10m. 3. 40. - Transfer the. 7 (MADE AND PRINTED IN AUSTRALIA) (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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