Rpt. 9.

No. 53,495.

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

(Received at London Office MAR 5 1941)

Date of writing Report 28th Feb. 1941 When handed in at Local Office 28th Feb. 1941. Port of Cardiff.

No. in Reg. Book. 74273 Survey held at Cardiff. Date. First Survey 13th Feb. Last Survey 24th Feb. 1941. (No. of Visits 5.)

on the Machinery of the ~~Wood, Iron or~~ Steel Screw Barfield.

Tonnage { Gross 468. Net 192.

~~Nominal~~ R. Horse Power 85

No. of Main Boilers 1.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 lbs/in²

in Donkey Boilers ✓

Vessel built at Beverley. By whom Cook Welton & Gemmell When 1921. 7. (Year. Month.)

Engines made at Hull. By whom C. D. Holmes & Co. Ltd. When 1921.

Boilers, when made (Main) 1921. (Donkey) ✓

Owners Coppack Bros. & Co. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Chester. Voyage

Surveyed ~~Afloat or~~ in Dry Dock Cass. (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned since expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100A1. 10. 40.		✠L.M.C. 7.39.
S.S. BKH. No 3-34.		B.S. 10.40.
S.S. BKH. No 1-39.		C.A. 10.40.

Particulars of Examination and Repairs (if any) Dkg. Dwg. T.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.)

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. Yes. Not required.

Was a damage report made by anyone else? If so, by whom? Not known.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

" " Donkey " " ✓

If this was not done, state for what reasons B.S. not due.

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) Satisfactory.

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? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No. 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 15/2/41. State the distance between lignum vitæ ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft Rewooded.

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.

Now done: Vessel drydocked in loaded condition. Propeller & outside fastenings examined & found satisfactory.

Now done on account of stated grounding at Custom House Quay, Holyhead, 20th & 21st Jan. 1941:— Propeller & stern bush examined. Stern bush found slack in tube and retaining screws broken. Bush and wood now renewed. Propeller shaft drawn in & examined, & found satisfactory. New key and 6 new coupling bolts fitted; bolt holes reamered. Stern gland repacked & holding down bolts tested. Engine bedplate generally examined and found satisfactory.

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 ✠LMC CS 2,34, 140 lbs. F.D., &c.)

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of propeller shaft seen C.A. 2.41.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) Dwg. £ 4 : 4 : 0 (per Section 29.)

Travelling expenses (if chargeable) £ : :

Fees applied for 28 Feb. 1941

Received by me, 19

F. J. Richardson

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 18 MAR 1941

Committee's Minute

Assigned As now

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

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

W35 0186

Machinery partly examd
after grounding

It is submitted that
this vessel is eligible for
THE RECORD, S.241

DM
7/3/41