

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

(Received at London Office)

APR - 3 1940

LIVERPOOL

Date of writing Report 20/3/1940 When handed in at Local Office 23 APR 1940 Port of LIVERPOOL

No. in Reg. Book 23133 Survey held at Liverpool Date, First Survey 4/11/1939 Last Survey 11/3/1940
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel 46 "DAVISIAN"

Tonnage Gross 6433 Net 4065 Vessel built at Glasgow By whom D & W Henderson & Co. Ltd. Year 1923 Month 2
Nominal Horse Power 624 Engines made at do. By whom do. When 1923

No. of Main Boilers 4 Boilers, when made (Main) 1923 (Donkey) ✓
Owners Charter S.S. Co. Ltd. Owners' Address do.
No. of Donkey Boilers ✓ Managers J. J. Hannin Port Liverpool Voyage do.
Steam Pressure in Main Boilers 215 If Surveyed ✓ in Dry Dock Langley Rd.
in Donkey Boilers ✓ (State name of Dock.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.I.		+ L.M.C. - 10.36.
Shell & Dk. with		R.S. - 1.39.
drawn.		D.C.S. - 10.39.
10.39.		
Sched. No. 3 - 10.36.		

Last Report No. do. Port do.Particulars of Examination and Repairs (if any) Nothing.

(Periodical Surveys, when held, must be reported in detail and serially 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? do.

" " 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)

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 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 do.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 14 ft.

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

Is electric light and/or power fitted? ✓

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was 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. Vessel placed in dry dock. Propeller & outside fastenings of keel examined.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far

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

as seen is now in good order & efficient in my opinion & remains as classified without further record of survey. Subject to the stern bush being re-examined before the end of Oct. 1940.

Survey Fee (per Section 29) £ ✓ :

Special Damage or Repair Fee (if any) (per Section 29.) £ ✓ :

Surveying expenses (if chargeable) £ ✓ :

Fees applied for

19

Received by me,

19

Committee's Minute

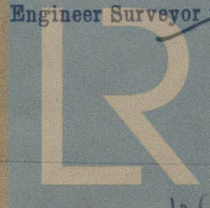
Signed

As non-subject.

h.p.

L. Norman Stuart

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

W3810153

Notes
subject to the stem bush
being re-wooded before the
end of 10.40.

L.F.
9/4/40.

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