

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

(Received at London Office)

Date of writing Report 19. When handed in at Local Office 15 MAR 1941 Port of LIVERPOOL

No. in Reg. Book Survey held at Birkenhead Date, First Survey 20/12/40 Last Survey 21/2/1941 (No. of Visits 6)

73110 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "Demeter-ton"

Tonnage { Gross 5251 Vessel built at Sunderland By whom Short Bros & Co. When 1926 - 2
Net 3244 Engines made at do By whom J. Dickinson & Sons When do

Nominal Horse Power 363 Boilers, when made (Main) 1926 (Donkey) 1926

No. of Main Boilers 2 Owners Carlton S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers R. Chapman & Son Port Newcastle Voyage

Steam Pressure in Main Boilers 180 lb. X Surveyed Afloat in Dry Dock Bidston Dock (State name of Dock.) & B lead Dry Dock

in Donkey Boilers 180 lb.

Last Report No. Port

Particulars of Examination and Repairs (if any) *DB 2-41*

(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 *Offered & declined.*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? ☒" " Donkey " " *yes*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 *DB 17-2-41*Present condition of funnel(s) *Good*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? *Not adjusted*Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒and of the Donkey Boilers? *yes*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? *yes*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 *5/32"*

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.

New done:- Vessel placed in dry dock. The propeller and untold fastenings examined and found satisfactory.

Vessel subsequently examined on account of damage stated caused by explosion of bomb in No 2 hold, whilst lying in B lead Dry Dock on night 21-22/12/40

Now done for Damage:- Ridge & Ballast suction lines examined & tested in Nos 2 & 3 Tanks

Two lengths of ridge suction pipes (all red) fractured now renewed.

D.B.S.:- Examined the donkey boiler throughout with mountings doors & fastenings.

Ignor repairs to mountings effected.

SRL:- The donkey boiler has now been retubed throughout, repairs examined & found satisfactory.

The Owners representative states the main boiler survey will be carried out on vessel's return to UK in

General Observations, Opinion, and Recommendation:- about six weeks time.

(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 R.L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel as far as seen is in a good & efficient condition & eligible in my opinion to remain as classed with fresh record of DB 2-41, when the safety valves have been adjusted under steam, & without special conclusion to the donkey boiler & tubes.

Survey Fee (per Section 20) £ 2 : 0 : 0 Fees applied for 17 MAR 1941

Special Damage or Repair Fee (if any) £ 3 : 3 : 0 Received by me, 19

Travelling expenses (if chargeable) £ : : :

Committee's Minute

Assigned *Deferred*

W.B. Edwards & H.D. Penning
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
W383-1-01820

Note for BS.
without special conditions.

R.Y.
25/3/41.

