

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

(Received at London Office)

25 OCT 1939

Date of writing Report 24/10/39 When handed in at Local Office 24/10/39 Port of BARRY.

No. in Survey held at BARRY. Date, First Survey 12/10/39 Last Survey 23/10/1939
g. Book. 662. on the Machinery of the Wood, Iron or Steel S/S "MERYYN" (No. of Visits 2)

Gross Tonnage 1402. Vessel built at Luxembourg. By whom K. Thompson & Son Ltd When 1924 7
 Net Tonnage 2066. Engines made at do. By whom G. Clark Ltd. When 1924.
 Nominal Horse Power 522. Boilers, when made (Main) 1924. (Donkey) 1924.
 No. of Main Boilers 2 Owners Meroy & Tim Shipping Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Marilyn Marilyn & Co. Ltd. Port Newport. Voyage
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Docking (State name of Dock.)
 No. of Donkey Boilers 120. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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.

Is 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? NO.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? YES.

When this was not done, state for what reasons? Main boiler previously examined. See log report 24061.

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler? Donkey boiler 13/10/39. Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 180 lbs/0"

Did the Surveyor examine the Safety Valves of Donkey Boiler? YES. To what pressure were they afterwards adjusted under steam? 100 lbs/0"

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 the 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 the 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?

What is the 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. 3/16"

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

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. NOT COMPLETE - to complete the survey, 4 wasted C.C. wrapper stays require to be renewed. The Owners' Superintendent states that these will be renewed on the vessel's return to UK.

Work done: Vessel placed in drydock - propeller, outside of stentube and all outside fastenings examined and found in good condition.

Donkey boiler (ADVANCED) - donkey boiler opened out and examined internally and externally with all its mountings and fittings.

In examination it was found 1 C.C. stay in after wrapper plate, 3 in forward C.C. wrapper plate somewhat wasted, and owing to it being impossible at this time to carry out repairs, the donkey boiler pressure has been reduced to 100 lbs/0" and safety valves adjusted accordingly.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good condition, and eligible in my opinion to remain as classed and to have record of 8.39 on completion of survey, as previously recommended.

B. Donkey boiler pressure to be reinstated to 120 lbs/0" on completion of repairs.

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

Committee's Minute Deferred

Signature John G. Fisher
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W422-0006

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

In a Certificate required - If so, to be sent to