

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

(Received at London Office 18 OCT 1939)

Date of writing Report 18 OCT 1939 When handed in at Local Office 18 OCT 1939 Port of London

No. in Reg. Book 29632 Survey held at London Date, First Survey 9.9.39 Last Survey 29.9.1939 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel "MEREL"

Tonnage Gross 1088 Net 467 Vessel built at Ironi By whom Ayrshire Ryd. Co. Ltd. When 1925 9

Nominal Horse Power 298 Engines made at Pailley By whom Bow. McLachlan & Co. Ltd. When 1925

No. of Main Boilers 25B Boilers, when made, (Main) 1925 (Donkey) ✓

No. of Donkey Boilers 200 lb Owners General Steam Nav. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lb Managers Port London Voyage

If Surveyed Afloat or in Dry Dock Blackwall DP (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 how often.	Machinery and Boiler Surveys (including date of N.B., if any).
5100 AI with pulveriser 10-38 ss. 17-3 10-38		FILMC 10-38 TS (CL) 4-37 LLOYD'S RMC 7-39

Last Report No. Port

Particulars of Examination and Repairs (if any) Am. B.S. 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? Yes. Underwriters' Surveyors.

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

" " Donkey " " " "

If this was not done, state for what reasons? Yes.

And what parts of the Boilers could not be thus thoroughly examined? Yes.

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? Yes.

State latest date of internal examination of each boiler Port 15.9.39 Stand. 14.9.39 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? Yes.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? None. , and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? Yes.

Has 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? No.

Has shaft now been changed? No. If so, state reasons Yes.

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

State date of examination of Screw Shaft 14.9.39. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

How Done for Damage status caused by collision with "Asecity" in Limehouse Reach, River Thames, on 2nd September 1939, outward bound.

Vessel placed in Dry Dock. Propeller + underwater fastenings examined + found good.  
Boiler collision checks, engine holding down bolts examined + found to show no signs of movement. Steam pipes stripped at nuts of flanges, examined + found good.  
Windlass mechanisms.

None for Lignum Vitae. Screw shaft drawn inboard, examined + found good.  
All boilers examined throughout with doors + mountings, examined under steam + safety valves adjusted as status.

General Observations, Opinion, and Recommendation:— This vessel's machinery as now  
(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.S.M.S. 9, 11, \* L.M.C. 9, 11, or \* L.M.C. 140 lb., F.D., &c.)  
CS 3, 34.  
scan. is in good condition, eligible in our opinion to remain as classed + to have fresh records B.S. 9.39. T.S. (CL) 9.39.

Survey Fee (per Section 29) BS £ 3 : - : - Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : - Received by me,

Travelling expenses (if chargeable) £ : : : 19

Committee's Minute

Assigned

FRI. 13 OCT 1939

BS 9.39

W. Bell + Jas. W. Bell  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

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