

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

(Received at London Office)

JAN 30 1939

Date of writing Report 28th January 1939 When handed in at Local Office 28th January 1939 Port of Trinidad

Survey held at Gunningham & Grimsby Date, First Survey 16th Dec. 1938, Last Survey 23rd Jan 1939
(No. of Visits 7)

on the Machinery of the Wood, Iron or Steel Ac. "LUCKY"

Gross 1235 Net 644 Vessel built at Lampbelltown By whom Lampbelltown S. P. Co., Ltd When 1905

Engines made at Greenock By whom J. G. Kincaid & Co. When 1905

Boilers, when made (Main) 1905 (Donkey) ✓

Owners African & Continental S. P. Co., Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Trinidad Voyage Spain

Donkey Boilers 2 If Surveyed Afloat or in Dry Dock Gunningham & Grimsby (State name of Dock.)

Main Boilers 165 lbs.

Donkey Boilers ✓

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Survey.	Years assigned to remain	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100 A1-10-37</u>		<u>+ LMC-1934</u>
<u>S.S. Shm. No. 3-4-26</u>		<u>BS-9-37</u>
<u>S.S. Shm. No. 2-34</u>		<u>TS-6-3709.</u>

Report No. Port

Particulars of Examination and Repairs (if any) Part 3-1-39

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 names 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 ✓

Has 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? Yes

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

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? ✓

Latest date of internal examination of each boiler Mar. 19-12-38 Part 3-1-39 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? 165 lbs.

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? Yes, 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? Yes, and of the Donkey Boilers? ✓

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? Yes

Has the 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? ✓

Latest date of examination of Screw Shaft ✓ State the distance between Hub with or bearing metal of stern bush and top of after bearing of screw shaft 4 good ft.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes, as stated.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the M.S. the whole of the

requirements to be carried out with the exception of the undermentioned parts, it is stated that

survey will be completed before the year of grace expires.

Work done: Vessel placed in dry dock, propeller, stern bush, sea connections & their fastenings & ballast

ump examined & found to be placed in order.

Main bilge injection valve covers renewed. Ballast pump bucket & piston rings renewed.

Generator installation: Generator engine overhauled. Piston rings renewed. Piston valve renewed & chamber treated.

Generator overhauled & started. Wiring & fittings renewed, in way of alterations to forward & amidships

accommodation & started. To complete the survey the remaining circuits to be tested.

It is also recommended that the generator engine governor be replaced as this was found to

be missing.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far

examined is in safe working condition and eligible in our opinion to remain as

is with fresh record of BS-1-39 now and M.S. and date on completion of the survey.

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 CS 2, 3, 4.

Fee (per Section 29) £ 3:0:0 Fees applied for 28-1-1939

Damage or Repair Fee (if any) £ :

Working expenses (if chargeable) £ :4:0 Received by me, 3. 2. 19 39

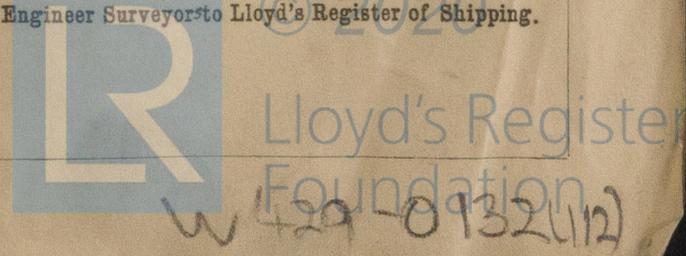
Signature of Engineer Surveyor Charles & Olive Bell

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minutes TUE 14 FEB 1939

Signature Deferre

Signature BS-1-39



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

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

W 429-0932(112)

- Sheet No. "LUCKY" -

RETAIN

B.S. Howson -

Both main boilers examined throughout with their mountings, manholes, doors, etc., & their safety valves adjusted, under steam to 165 lbs.

Repairs - Port Boiler. 2 combustion chamber side stays renewed. 2 check valve spindles renewed. Bottom manhole door & end plate built up by electric welding & door refitted.

Starboard Boiler. 2 plain tubes renewed. Auxiliary stop valve spindle renewed. Bottom manhole door & end plate built up by electric welding & door refitted.

ad.

RETAIN



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Lloyd's Register Foundation

W429-0132(212)

Sheld & No 3 due 4-38
part held. Minor repairs.
Year of grace approved.

It is submitted that
this vessel is eligible for
THE RECORD. 21/1-39.

Use part engine survey

DA

10/2/39



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