

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office. 24 JUN 1942)

Date of writing Report 13. 6. 42 When handed in at Local Office 13. 6. 42 Port of Liverpool

No. in Survey held at 730 on the Machinery of the Wood Iron or Steel S.S. LAPLACE Date First Survey 20/5/42 Last Survey 4/6/1942 (No. of Visits)

Gross 7327 Net 4459 Vessel built at Dumbarton By whom J. & M. Mullen & Co Ltd When 1919-2

Engines made at Glasgow By whom D. Rowan & Co Ltd When - - -

Boilers, when made (Main): 1919 (Donkey)

Owners Liverpool Steel Line Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Liverpool Voyage

If Surveyed Afloat or in Dry Dock Yes (State name of Dock) Bunkers Head

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.	Year in which survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+1000A.1		4.2.42 -
Shell & 2nd with		M.S. 2.39
Harbour		B.S. 11.41
11.41		T5(C) 10.40
S.S. No. 6.31		
S.S. No. 1.35		
Examined 11.41		

st Report No. Port Docks

Particulars of Examination and Repairs (if any) Made by

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 initials and initials of any letters respecting this case.

Where 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?

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

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 was the latest date of internal examination of each boiler? 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?

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 the screw shaft now been drawn and examined? 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 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 was 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.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted?

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

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done - Licence No 7442

How done: - Vessel placed in dry dock, propeller, aft end steel shaft, sea fastenings examined.

Repairs: Main condenser tested found satisfactory

Main engine holding down bolts examined

LP - USA packing overhauled.

Harbour fine pump overhauled.

General Observations, Opinion, and Recommendation: The machinery of the vessel

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

As far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed (without special condition re water end of the general service pump)

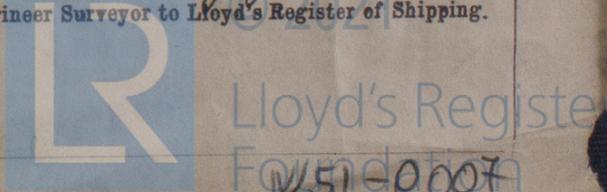
Survey Fee (per Section 29) £ : : Fees applied for 17 JUN 1942

Special Damage or Repair Fee (if any) £ 3 : 2 : 0 Received by me,

Travelling expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

LICENCE CASE COMMITTEE'S Minute LIVERPOOL 23 JUN 1942

Assigned As now, without special conditions.



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

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

11791

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13 12 11 10 9 8 7 6 5 4 3 2 1

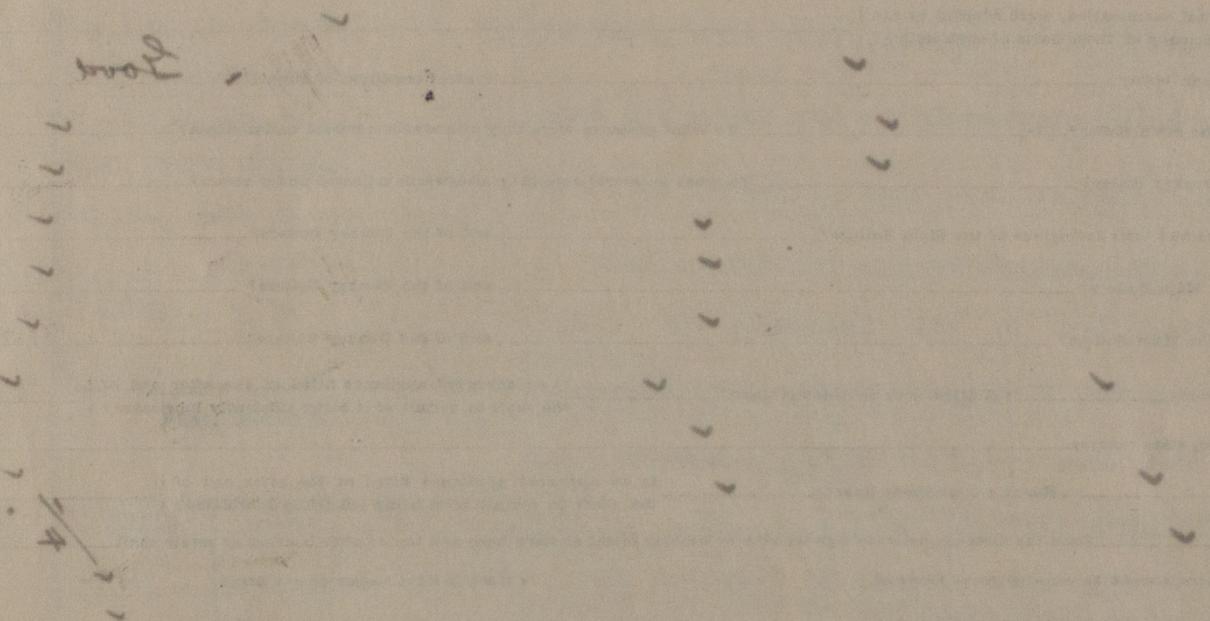
main engine belt pump section & delivery valve fixed up
 after found engine stop valve overhauled
 steam engine overhauled
 No 1, 2 & 6 tunnel bearings adjusted

737
 444
 000
 150

Special Reams List

The water end of the outboard general service pump renewed
 at the time the pump tried under working conditions
 found satisfactory.

W.H.S



Report on the
 work done on the
 engine and pump
 during the
 survey.

As far as is possible in good & efficient condition
 the engine and pump (general service pump)
 are in good & efficient condition
 and are ready for service.

W.H.S

W.H.S
 8.7.42
 Warrant Special Constable
 W. General Service
 Pump