

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

(Received at London Office) MAY 29 1940

Date of writing Report 18 May 1940 When handed in at Local Office 22 MAY 1940 Port of LIVERPOOL
No. in Survey held at Liverpool Date, First Survey 29th April Last Survey 17th May 1940
eg. Book. 60124 on the Machinery of the Wood, Iron or Steel Meg Merrilies (No. of Visits 3)

Tonnage {	Gross	642	Vessel built at	Potstam	By whom	Jarvis & Co.	Year		Month
	Net	266	Engines made at	Moscow	By whom	Jarvis & Co.	When	1921	11
Nominal Horse Power {		120	Boilers, when made (Main)	1921	(Donkey) ✓		When	1921	
No. of Main Boilers		288	Owners	Gilchrist's Traders (Steamships)	Owners' Address				
No. of Donkey Boilers		✓	Managers	R. Gilchrist & Co.	(if not already recorded in Appendix to Register Book.) Port	Liverpool	Voyage	✓	
Steam Pressure—		180 lbs	If Surveyed Afloat or in Dry Dock	Both					
in Main Boilers			(State name of Dock.)	Canning Dry Dk.					
in Donkey Boilers		✓							

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

Last Report No. _____ *Port* _____

Particulars of Examination and Repairs (if any) BS & Mfg

(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 ✓

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?

11	11	Donkey	11	11	11
----	----	--------	----	----	----

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. *Boiler boilers 7th May*

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

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

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

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 _____

Engine parts, when referred to by numbers, should be counted from forward.

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

Was 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. Complete

& Arrived the propeller and fastenings of sea connections.
 & Arrived both valves alternately & internally together with their mountings
 and adjusted their safety valves under steam as stated above.

General Observations, Opinion, and Recommendation:—

General Observations, Opinion, and Recommendation.—(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 specify the nature of the alteration, and the reasons for it, and the alterations, if any, suggested to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 0.11, B.&M.S. 0.11, * L.M.C. 0.11, or 0.12, &c.)

†LMC 140 lb., F.D., &c.)
CS 3,34.

any alteration required to be made in the record of the
*LHC 140 lb., P.D., &c.)
CS 3,33, The Machinery of this vessel is in safe working condition
and eligible in my opinion to remain as classed with fresh record of
Bf. 5.40

Survey Fee (per Section 20).....	£ 3 : - : -	Fees applied for 22 MAY 1940 Received by me, 19.....
Special Damage or Repair Fee (if any)..... (per Section 20.)	£ : : -	
Travelling expenses (if chargeable).....	£ : : -	

Committee's Minute

Assigned B.S. 5.40.

Engineer Surveyor to Lloyd's Register of Shipping.

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

1. 6. 40

18

Lloyd's Register
Foundation