

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

(Received at London Office JUN 19 1940)

Date of writing Report: 10 When handed in at Local Office: 12 JUN 1940 Port of LIVERPOOL

No. in Survey held at Garston & Birkenhead Date, First Survey 14/5/40 Last Survey 7/6/1940 (No. of Visits 16)

2001 on the Machinery of the Wood, Iron or Steel Sc. "Mansepool"

Damage Gross 4894 Net 3045 Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd When 1928-2

Original Power 505 Engines made at do By whom Cen. Mar. Eng. Works Ltd When do

of Main Boilers 358 Boilers, when made (Main) 1928 Owners' Address (if not already recorded in appendix to Register Book.)

of Donkey Boilers 358 Owners Pool Shipping Co. Ltd Port W. Hartlepool Voyage

Main Pressure 180 lb Managers Sir R. Palmer & Co. Ltd

Donkey Boilers 180 lb Surveyed Afloat or in Dry Dock Garston, West Quay & Head Dry Dock

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

Part M.S. 100 A 10.39

Particulars of Examination and Repairs (if any) Part M.S. 100 A 10.39

Periodical Surveys, when held, must be reported in detail and serially 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 dates 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

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " "

this was not done, state for what reasons? Not done.

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

so 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.

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

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

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

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

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

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?

screw shaft now been changed? If so, state reasons

screw 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?

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

Is electric light and/or power fitted

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

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Now done: - (See also Cardiff Rpt No 53283 & Barry Rpt No 24116)

S.R. List: - At request of Super Engr cracked webs in bottom of C.P. cylinder again examined and found to remain efficient. Recommended these be again examined about 6.42

Phy: - Vessel placed in dry dock on account of rudder damage. The propeller & outside fastenings examined & found in order

M.S.: - Examined independent harbour fire pumps, pumping arrangements, windlasses (tested), steam pipes (tested), sea connections. All found or placed in good order. Recommended a number of thin condenser tubes be removed at first convenient opportunity. The Super Engr states new tubes will be ordered & fitted when received. Condenser fresh water box (C.I.) now removed & other minor repairs effected.

General Observations, Opinion, and Recommendation: [See continuation sheet.]

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

The machinery of this vessel, so far as now seen, is in safe working condition, eligible in my opinion to remain as classed, with fresh record of M.S. 140 as previously recommended; subject to cracked webs in bottom of C.P. cylinder being again examined about 6.42 and to a number of condenser tubes being removed at first convenient opportunity

Survey Fee (per Section 29) £ 2 2 0

Special Damage or Repair Fee (if any) £ 2 0 0

(per Section 29.)

Travelling expenses (if chargeable) £ 3 3 0

Fees applied for 13 JUN 1940

Received by me, M.B. Edwards & Schaffner & H. Lindley

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute LIVERPOOL 18 JUN 1940

Assigned M.S. 140. Subject.

+ L.M.C. 10.39

CERTIFICATE WRITTEN

Lloyd's Register Foundation

U.S. - 0097(12)

S.S. "MANSEPOOL"Electrical Equipment:

Work done:- Installation examined & tested. Generator, switch board, fuses, fittings, cables etc examined; insulation test made on all circuits.

Repair & alterations:- A number of low insulation & earth faults located, circuit wiring overhauled, repaired or renewed as found necessary to rectify faults.

Original generating set removed from ship & replaced by a 15 $\frac{3}{4}$ KW. reconditioned steam engine-driven generator. Engine No 12862-31. made by Messrs Peter Brotherhood Ltd, Generator No 30042 made by Messrs Lawrence Scott & Co. 105 Vols 150 amps 500 RPM. The larger machine has been fitted to supply the extra load required for de-gaussing purposes.

The engine & generator were opened up, all parts examined & found in good condition. A 200 amp. D.P. switch & D.P. fuses were supplied & fitted together with new main cables of adequate size. Main switch board modified & suit.

On completion the installation was tested under working condition & found satisfactory.

KH



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