

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

(Received at London Office JUL 19 1939)

Date of writing Report 10 When handed in at Local Office 10 Port of LIVERPOOL

No. in Survey held at Liverpool Date, First Survey 4. 7. 39 Last Survey 10. 7. 1939
 Reg. Book. 11099 on the Machinery of the Wood, Iron or Steel S.S. BOSNIA (No. of Visits 3)

21135 Gross 2407 Tonnage Net 1207 Vessel built at Sunderland By whom J. L. Thompson Sons Ltd. When 1926-3
 Nominal 403 Engines made at — do — By whom J. Dickinson Sons Ltd. When — do —
 Horse Power 2 Boilers, when made (Main) 1928. (Donkey) 1928
 No. of Main Boilers 2 Owners Cunard S. S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Liverpool Voyage
 Steam Pressure— 180 in Main Boilers If Surveyed Afloat or in Dry Dock Langley & Canada
 in Donkey Boilers 180 (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 to expiry.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A.1 7.38		+1.7.C.8.35
S.S. LIV No 2.35		B.S. 7.38
		TS(cc) 7.37

Last Report No. Port Completion
 Particulars of Examination and Repairs (if any) B.S.

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

" " Donkey " " "

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 Main Boilers 7. 7. 39

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 180 lb / 10.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 180 lb / 10.

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 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 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.

Is electric light and/or power fitted?

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

Has 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

How done:-

Vessel placed in dry dock, propeller, aft end of tail shaft, seafastenings examined & found satisfactory.

Examined main boilers internally & externally with safety valves, mountings, manholes, doors & fastenings & found satisfactory. Main & Donkey boiler safety valves adjusted to pressure stated.

- See Manchester Report -

The after collision check of the donkey boiler renewed & found satisfactory.

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, E.&M.S. 9.11, & L.M.C. 9.11, or & L.M.C. 9.11, 140 lb., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh record of B.S. 7.39.

Survey Fee (per Section 29) £ 4 : - : - Fees applied for 14 JUL 1939
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Received by me, 26 JUL 1939 JMR 31/7

Committee's Minute

Assigned

B.S. 7.39.

L. H. Daggall, CWR
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation
 W560-0102

Noted
Yours
21. 7. 39

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