

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

(Received at London Office 25 MAY 1940 Port of LIVERPOOL)

Date of writing Report 24/5/1940 When handed in at Local Office 25 MAY 1940 Port of LIVERPOOL

No. in Reg. Book 30152 Survey held at Liverpool Date, First Survey 9 Last Survey 22/5/1940
(No. of Visits 1)

Tonnage } Gross 8715 Vessel built at Glasgow By whom A. Stephen & Sons Ltd When 1910-12
 } Net 5328 Engines made at do By whom do When 1910
Nominal Horse Power 1095 Boilers, when made (Main) 1920 (Donkey)
No. of Main Boilers 5 SA/4K Owners Royal Mail Lines Ltd Owners' Address Southampton Voyage ✓
No. of Donkey Boilers ✓ Managers ✓ Port Southampton Voyage ✓
Steam Pressure in Main Boilers 215 Surveyed Afloat in Dry Dock Broadland DD. 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 now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|--------------------------------------|--|
| + 100 A.I. | | + LMC |
| Shell & Deck with stowage. | | M.S. - 6.37. |
| 7.39. | | B.S. - 11.39. |
| S.S. No. 3 - 5.33. | | T.C.L. - 6.39. |
| 1st. No 1 - 37. | | H.L.M.C. - 2.40. |

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Nothing - Damage

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

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

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

If this was not done, state for what reasons? B.S. not done

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.

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 screw shaft now been drawn and examined? do 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. 14"

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? Complete

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

Damage, Cause + date unknown.
Now done. Vessel placed in dry dock. Propellers & outside fastenings of sea connection, examined. One blade of the propeller broken, piece about 14" long broken out of side of blade. Rope guard missing.
Repairs. Star propeller, one blade renewed; & rope guard renewed.

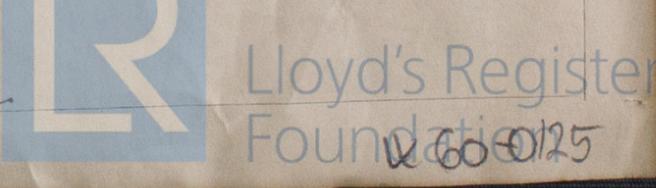
General Observations, Opinion, and Recommendation:— The machinery of this vessel, as
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&H.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

for as seen is now in good order & eligible in my opinion to remain & classed without fresh Board of Survey.

Survey Fee (per Section 29)..... £ : :
Special Damage Fee (if any)..... £ 3 : 8 : 0
(per Section 29.)
Travelling expenses (if chargeable)..... £ : :
Committee's Minute
Assigned As now.

Fees applied for
19
25 MAY 1940
Received by me,
19
28 MAY 1940

L. Wilson Stuart
Engineer Surveyor to Lloyd's Register of Shipping.



If so, is the Report sent now, or when will it be sent?

10m.1138—Transfer Ink. (MADE AND PRINTED IN ENGLAND)
The Surveyors are requested not to write on or below the space for Committee's Minute.

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

Noted

GGP

3/15/40

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