

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

(Received at London Office)

SEP 25 1940

Date of writing Report 6th August 1940 When handed in at Local Office 19 Port of Buenos Aires

No. in Reg. Book 40304 Survey held at Buenos Aires Date, First Survey 17th July Last Survey 2nd August 1940
(No. of Visits 11)

on the Machinery of the Wood, Iron or Steel S. S. "NAILSEA RIVER"

Tonnage { Gross 5548 Vessel built at Glasgow By whom D. W. Benderson & Co. Ltd. Year, Month. When 1917 10
Net 3467 Engines made at do. By whom do. When 1917

Nominal Horse Power 536 Boilers, when made (Main) 1917 (Donkey)

No. of Main Boilers 2 DB + 1 aux. S. Owners Nailsea S. S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port Liverpool Voyage W.K.

No. of Donkey Boilers 1 Managers E. R. Management & Co. Ltd.

Team Pressure in Main Boilers 215 lb. If Surveyed Afloat or in Dry Dock New Port 'E' Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers (State name of Dock.)

Last Report No. 22339 Port Sw

Particulars of Examination and Repairs (if any) Boiler repairs

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? No

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

If this was not done, state for what reasons? It is stated that the B.S. will be held on arrival in the U.K.

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. 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 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 Used afloat.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Light only.

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 Complete.

Now done: Attended at request of Owners' Representatives & removed centre C.C. of stack boiler double ended. On the aft tube plate several tubes were found to have been leaking badly, welding of tube plate to furnace flange fractured & leaking, rivets in this flange slack & various small fractures between end of tube plate & rivet holes, one such fracture on forward tube plate & several stays leaking slightly.

Repairs: Welding between furnace flange & tube plate cut away & 26 rivets & 19 tubes removed (two stay). Tube holes built up on account of being oval & not parallel & new tubes fitted. Rivets in flange removed & welded on water & fire side. Fractures at flange of tube plate cut out & welded. Six stay nuts removed stays caulked & new nuts fitted & all tubes in this chamber expanded.

Boiler tested by hydraulic pressure to 160 lbs & afterwards worked under steam & found satisfactory.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel so far 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, R.S. 9, 11, R.M.S. 9, 11, & L.M.C. 9, 11, or R.L.M.C. 120 lb., F.D., &c.)

now run in in good order & shippable in my opinion to remain as now classed.

Survey Fee (per Section 29) £209:00 Fees applied for 3rd Aug. 1940

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £40:00 Received by me, 19

Committee's Minute 4 Assigned 4 Referred for FRID 11 OCT 1940

CHARACTER (for Special Survey Date of last Survey and of Periodical Surveys)	Years since last survey (if any)	Machinery and Boiler Surveys (including date of N.B., if any)
F100A 1 2.40		F L M C 7.39
ss. Hull N ^o 3-3-30		T. S. C. L 5.39
ss. Ant. N ^o 2.39.		
Fitted for oil fuel 1.19 F.P. above 150°F.		



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

Is a Certificate required? If so, to be kept for

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