

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

(Received at London Office. 17 MAR 1941)

Date of writing Report 6th March 1941 When handed in at Local Office 6th March 1941 Port of London
 No. in Reg. Book. 3905. Survey held at R.A. Docks London. Date, First Survey 25th Feb 41. Last Survey 5th March 1941
 on the Machinery of the Wood, Iron or Steel "STATESMAN." (No. of Visits 4)

Gross Tonnage 7939 Net 4947 Vessel built at Harland & Wolff Ltd. By whom Jurress S.B. Co. Ltd. When 1923 8
 Engines made at Middlesbrough By whom Richardson Westgarth When 1923 -
 Nominal Horse Power 1004 Boilers, when made (Main) 1923 (Donkey)
 No. of Main Boilers 4 Owners Charcoal S.S. Co. Ltd Owners' Address Liverpool Voyage
 No. of Donkey Boilers 1 Managers T. J. Harrison (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 190 If Surveyed Afloat or in Dry Dock afloat

Last Report No. 115402 Port Liv
 Particulars of Examination and Repairs (if any) B.S.

CHARACTER. Date of last Survey and of Periodical Surveys.	Years allowed, and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100 A1</u>		<u>+ LMC.</u>
<u>S.S. 9 1/2 N 3 11.35.</u>		<u>B.S. 12 39.</u>
<u>Fitted for carrying oil</u>		<u>MS 11.35</u>
<u>4.39. F.P. above 150° F.</u>		<u>TS 538 CL</u>
<u>in after deep tank.</u>		<u>FITTED FOR OIL FUEL</u>
<u>Examined 9.40</u>		<u>F.P. ABOVE 150° F.</u>
<u>Shelter dk. with freeboard</u>		<u>8-23,</u>

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.

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?

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

Do the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes.

If this was not done, state for what reasons?

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

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 P.S. 25.2.41 C 28.2.41 Y 3.3.41 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 190 lbs sq"

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. 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?

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

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

Has the screw shaft now been drawn and examined? yes. Is it fitted with continuous liner? yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? yes. If so, state reasons yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? yes. Has it a continuous liner? yes. 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 yes. 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?

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

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

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

Examined internally and externally all main boilers also safety valves manholes, manhole doors & fastenings and other mountings. Recommended minor repairs to mountings, these were carried out. Safety valves adjusted under steam to pressure noted above.

Oil fuel burning installation examined and in accordance with Circular No 1948 found in an efficient condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen is in a good and efficient condition and eligible in my opinion to remain as now classed with fresh survey B.S. (2) 41.

Survey Fee (per Section 20) £ 5 : : : Fees applied for 17 MAR 1941
 Special Damage or Repair Fee (if any) £ : : : Received by me, P. Weston
 Travelling expenses (if chargeable) £ : : : 19

Committee's Minute FRI. 28 MAR 1941
 Assigned Deferred
B.S. 3. 41



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

