

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

(Received at London Office, 17 MAR 1941)

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 5 March 1941 (No. of Visits 4)

"STATESMAN"

onage } Gross 7939 Vessel built at Harlow Hill & Son By whom Jurress S.B. Co. Ltd. When 1923 8
 Net 4947 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 Charwell S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers T. J. Harrison Port Liverpool Voyage
 Steam Pressure in Main Boilers 190 If Surveyed Afloat or in Dry Dock afloat
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 115402 Port LivParticulars 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.

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?

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

" " Donkey " " " "

this was not done, state for what reasons?

and 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?

ate 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

and the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 190 lb sq"

and the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

s 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?

s shaft now been changed? ✓ If so, state reasons

s 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?

ate 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?

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

s 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

"Complete"

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:—

(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. 2, 11, B.M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 2, 3, 4, 140 lb., F.D., &c.)

far as now seen is in a good and efficient condition and eligible.

in my opinion to remain as now classed with fresh record B.S. (2) 41.

Survey Fee (per Section 29) £ 5 : : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : : : Received by me,

Travelling expenses (if chargeable) £ : : : 19

Committee's Minute FRI. 28 MAR 1941

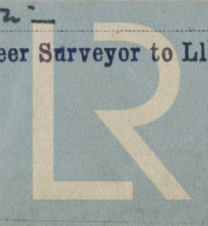
Assigned

Deferred

B.S. 41

P. Weston

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W25-0109

S.S. no 1 due. 11. 39. Partly held.
not advanced.
Examined 9.40. v.R.B.

It is submitted that
this vessel is eligible for
THE RECORD.

B3.41

Умч

24. 3. 41

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