

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

JAN 24 1940

(Received at London Office)

4 JAN 1940

Date of writing Report 5-1 19 40. When handed in at Local Office 4 JAN 1940 Port of LIVERPOOL

No. in Reg. Book 25778 Survey held at Birkenhead Date, First Survey 4 Last Survey 1/11 1940  
 on the Machinery of the Wood, Iron or Steel S. S. HAXBY (No. of Visits 1)

Tonnage { Gross 5207 Vessel built at W. Hartlepool By whom W. Gray & Co. Year, Month, 1929-5  
 Net 3222 Engines made at do. By whom Ben Har & Wills Ltd When 1929

Nominal Horse Power 529 Boilers, when made (Main) 1929 (Donkey)  When 1929

No. of Main Boilers 3 SB (30T) Owners Ropner Shipping Co Ltd. Owners' Address Port W. Hartlepool Voyage

No. of Donkey Boilers 1 Managers  (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Birkenhead Graving Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1

Last Report No.  Port

## Particulars of Examination and Repairs (if any) Skp.

(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?

" " 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

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? no 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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 Complete

How Done:- Vessel placed in dry dock, Propeller, after end of screw shaft, + under-water sea fastenings + connections examined + found satisfactory.

## General Observations, Opinion, and Recommendation:-

The machinery of this vessel as far as now seen is in a safe working condition + eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29)	£ : :	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£ 2 2 : 0	22 JAN 1940
Travelling expenses (if chargeable)	£ : :	Received by me,

Committee's Minute Assigned As now LIVERPOOL 23 JAN 1940 WWSB

H. Hindley 2020 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Maria.  
24  
R. 27/1/60.

*[Faint handwritten text, possibly a list or account]*

