

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

JAN 29 1941

Date of writing Report 20 January 1941 When handed in at Local Office 19 Port of BRISTOL
 No. in Survey held at Avonmouth Date, First Survey 9 January Last Survey 16 January 1941
 eg. Book. " BALTISTAN (No. of Visits 3)

0426. on the Machinery of the Wood, Iron or Steel

Gross 6803 Vessel built at SOUTH SHIELDS By whom J. READHEAD & SONS, LTD. When 1937 5.
 Net 4194 Engines made at do. By whom do. When 1937
 Nominal Horse Power 914 Boilers, when made (Main) 1937 (Donkey)
 No. of Main Boilers 1 Owners STRICK LINE (1923) LTD. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers F.C. STRICK & Co. LTD. Port LONDON Voyage ✓
 Steam Pressure in Main Boilers 220 lbs ✓ Surveyed Afloat or in Dry Dock Royal Edward
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Damage.

(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.)

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 Not required

Was a damage report made by anyone else? If so, by whom? Yes U/W's Surveyor

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

" " Donkey " " Boilers not prepared for Survey

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 ✓

Present condition of funnel 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? 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? No

Has shaft now been changed? No 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 13-1-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close

Is electric light and/or power fitted? ✓

Engine parts, when referred to by numbers, should be counted from forward.

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

Survey held on account of damage to propeller, cause unknown, stated to have occurred on the 18th December, 1940.

Vessel placed in dry dock. propeller, screw shaft, stern bush and outside fastenings of sea connections examined, found to be, or now placed, in good order. Damage: Found one blade of propeller, phosphor bronze, broken off close to the root. A new spare cast iron propeller has now been fitted and properly secured to the screw shaft. The lignum vitae of stern bush has been renewed. The screw shaft examined & checked for true-ness. Stern tube & bush examined, tested by hammering & found undamaged.

General Observations, Opinion, and Recommendation:— This vessel's Machinery, as now (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.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
 seen is in good condition and eligible in my opinion to remain as classed and to have record of screw shaft seen (CL) 1.441

Survey Fee (per Section 29) £ : : 25-1-1941
 Special Damage or Repair Fee (if any) £ 44-0-0
 Travelling expenses (if chargeable) £ : 10-0-0
 Received by me, 19

Committee's Minute

Assigned

FRI. 21 FEB 1941

As now

J. Brooke Smith
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W997-0007

Damage — Cause unknown

Y^e examined — Propeller renewed
minor repairs

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

No 141

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