

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 7 MAY 1951)

Date of writing Report 24-4-1951 When handed in at Local Office 19 Port of Rotterdam

No in Reg. Book. Survey held at Schiedam Date First Survey Last Survey 16-4-1951

91062 on the Machinery of the Wood, Iron or Steel 1/2 "ANGUSDALE"

Tonnage { Gross 7331 Vessel built at Montreal By whom United Shipyard Ltd.
 Net 4235 Engines made at Montreal By whom Dominion Eng. Works, Ltd.
 Nominal Horse Power 2500 IHP Boilers, when made (Main) 1945 (Donkey)
 Owners Angusdale, Ltd. Owners' Address
 Managers Cunliffe & Moore Shipping, Ltd. Port London Voyage Southampton Rds.
 No. of Main Boilers 3 & 8 (Spt) If Surveyed Afloat or in Dry Dock Wilton-Tysons.
 Steam Pressure in Main Boilers 240 lb (State name of Dock.)
 in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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

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 through examination at this time?

" " Donkey " " "

If not, 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

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush

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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Vessel placed in dry dock, propeller, sternbush and fastenings good.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb, FD, &c.)

CS 3,34

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed.

Survey Fee (per Section 29)

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.)

Received by me,

Travelling expenses (if chargeable)

19

Committee's Minute

Assigned

FRI. 10 AUG 1951

As now subject

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002418-002426-0153

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