

(Received at London Office 24 AUG 1949)

Date of writing Report 8-8-49 19... When handed in at Local Office ..... 19...

Port of LIVERPOOL

No. in Survey held at Birkenhead Date. First Survey 22/6/49 Last Survey 5/8/1949  
Reg. Book.

56271 on the Machinery of the Wood, Iron or Steel. TSMV "D.L. HARPER"

Name	Gross	12241	Vessel built at	Hamburg.	By whom	Deutsche Werft A.G. Bet.	When	1933	9
	Net	6588	Engines made at	Augsburg.	By whom	Maschinenfabrik Augsburg-Munich.	When	1933	
Nominal Horse Power		1560	Boilers, when made (Main)	-	(Donkey)	1933	Nurnberg A.G.		
			of Main Boilers	-					
of Donkey Boilers	4		Owners	Anglo American Oil Co.Ld.	Owners' Address				
Steam Pressure—			Managers	Esso Transportation Co.Ld.	(If not already recorded in Appendix to Register Book.)				
of Main Boilers	-				Port	London.	Voyage		
of Donkey Boilers	200		Surveyed Afloat or in Dry Dock	Cammell Laird & Co.					
			(State name of Dock.)						
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).									

st Report No. \_\_\_\_\_ Port

Particulars of Examination and Repairs (if any) CS, TS, Docking SRC

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs. If any, 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 all 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 None reported

a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " Yes

ot, state for what reasons ..... What parts of the Bollers could not be thus thoroughly examined?

at 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?

the latest date of internal examination of each boiler. Scotch 19.7.49, W. Heat 21.7.49

Present condition of funnel (2) *Efficient*

the Surveyor examine the Safety Valves of the Main Boilers?..... To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_ and of the Donkey Boilers? \_\_\_\_\_

the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_ and of the Donkey Boilers? \_\_\_\_\_

the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

shaft now been changed? No If so, state reasons \_\_\_\_\_ Has the shaft now fitted been previously used? ✓ Has it a continuous liner?

Is approved oil retaining appliance fitted at the after end? ☒ State date of examination of Screw Shaft Perk 27.6.49 State the wear down in the

eru bush 1/1000 5 1/1000 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Examine the propellers, sea cocks and valves, & fastenings.

Port tailshaft drawn & examined.  
Both Scotch Boilers, both W.H. boilers, & economisers, with doors, & mountings. Afterwards under steam, all safety valves adjusted. Oil burning & fire extinguishing apparatus under working condition.

Main engines Port & Starboard: All cylinders, pistons, liners, covers, crossheads & crankpins, top and bottom end bearings. Both thrusters.

P & S Scavenger pumps (pistons, cylinders & valves only)  
Steering engine & windlass

(CONTINUED)

General Observations, Opinion, and Recommendation:—The Machinery of this vessel is eligible

(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 ~~to~~ LMC 9.11 or ~~to~~ LMC 140 lb., FD, &c.)

our opinion to remain as classed with fresh record of + LMC. CS with date completion. Port Ts (CL) seen 6.49. DBS 8.49 now.  
without special condition regarding nondless cylinders.

ey Fee (per Section 29)..... £  
BS  
TS

cial Damage or Repair Fee (if any) ..... £  
(Per Section 29)  
*Late attendance*

velling expenses (if chargeable) ..... £

15. 0. 0  
3. 0. 0  
12. 12. 0  
3. 3. 0  
1. 6. 0

Fees applied for  
17 AUG 1949

Received by me,  
19

LIGENCE CASE. Committee's Minute LIVERPOOL 23 AUG 1949

As now, without Special Conditions.

D.B.S. 8.49. T.S. (P) 6.49.

*W. Reed*  
Engineer Surveyor to Lloyd's Register of Shipping

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002442-002448-0055 1/2



Within Conditions.

9.5.  
13-9.49.

C.S. fee: £ 20  
 Ltr Ld Wkhr.  
13/4

continued with 18th Nov. 1926

von D. T. H. H. J. D.

London 21<sup>st</sup> 18

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2nd time I have

Quinto, 22, 23, 24

1793

pp. C-15 Wash. M., pp. C-11 above

9557.0.40

$$\frac{1000}{1000} = 2 \cdot \frac{1000}{1000} = 2$$

(CONTINUED)

[illegible]

Sp. 828 D. Sp. 2 new (25) & T. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 9

$\frac{1}{2}$  300  
 $\frac{1}{2}$  1200

○  
○  
○  
○

747



"D. L. HARPER"C.S. (Continued)

Examined both steam dynamo engines;  
 Condenser circulating pump,  
 Steam bilge pump,  
 Domestic F.W. pump,  
 Two feed pumps,  
 Fire & Butterworth pump,  
 Standby J.C.W. pump,  
 Standby P.C.W. pump,  
 Standby lub. oil pump,  
 Condensate pump,  
 Sanitary pump,  
 All attached (10) pumps (and also attached  
 feed pumps),  
 Two cargo pumps,  
 Vertical stripping pump,  
 Main cooler,  
 Lub. oil cooler,  
 P & S. Settling tanks.

Repairs: M. Eng. Liners Stab No 1, 2, & 4 (top & 6th) renewed,  
 Pistons Port No 3, Stab No 1 & 4 renewed,  
 Two new spare pistons assembled,  
 Bottom ends (Port No 2 & No 3) re-metalled.

Stab. Scotch Blr: 3 plain tubes renewed,  
 All boiler check valves removed, tested & re-jointed,  
 Economisers (feed pre-heater) removed, cleaned, tested  
 & re-assembled.

Port W. H. Boiler one tube renewed.

No. of steam pipes tested.

Some heating coil lines renewed & tested.

Some steam smothering & main cargo lines renewed & tested.

No. of valves & fittings renewed & tested.

Windlass cylinders renewed. Bearings adjusted.

Cri. pump bearings re-metalled.

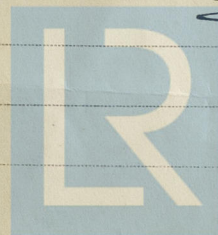
Pumps overhauled & adjusted.

Minor repairs effected.

Licence checked.

Main engines afterwards tried under working conditions.

S.R.L. Windlass cylinders now renewed.



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