

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

(Received at London Office 12 OCT 1938)

Date of writing Report Oct 12<sup>th</sup> 1938 When handed in at Local Office Oct 12<sup>th</sup> 1938 Port of LONDON

No. in Reg. Book. Survey held at GREENHITHE Date, First Survey 7 Last Survey Oct 12<sup>th</sup> 1938  
(No. of Visits 1)

8376H on the Machinery of the Wood, Iron or Steel MY SODALITY

Tonnage { Gross 851  
Net 476

Vessel built at Workington By whom R. Williamson & Son Ltd When 1938

Engines made at Newbury By whom Newbury Diesel Co. Ltd When 1938

Nominal Horse Power { 99  
Boilers, when made (Main) (Donkey)

No. of Main Boilers - Owners S. J. Ewerard & Sons Ltd Owners' Address -  
(if not already recorded in Appendix to Register Book)

No. of Donkey Boilers - Managers - Port London Voyage Coasting

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Greenhithe  
(State name of Dock.)

in Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u>		<u>Oil Eng.</u>
<u>(Class Contemplated)</u>		

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) 1<sup>st</sup> Entry

(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? -

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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(s) -

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 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? -

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

Outstanding items of spare gear placed on board, checked and found correct.

Centrifugal ballast pump tried on bilges and found satisfactory

## General Observations, Opinion, and Recommendation: The machinery of this

(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 X.L.M.C. 140 lb., F.D., &c.)

vessel is now eligible in my opinion to have the records of B.S. 9.38 & T.S. 09. as previously recommended

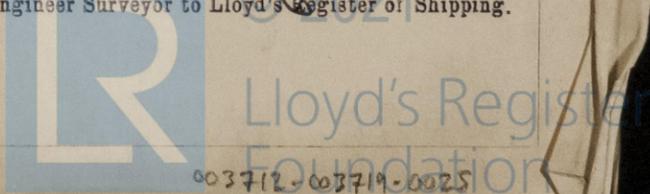
Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : : 19

Travelling expenses (if chargeable) £ : : Received by me, 19

Arthur W. Oxford  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 21 OCT 1938  
Assigned See Minute on H. Mach.



003712-003719-0025

The Surveyors are requested not to write on or below the space for Committee's Minute.

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