

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

(Received at London Office)

Report 20th. Nov. 1945

When handed in at Local Office 24th. Nov. 1945

Port of

BARRY

Survey held at

Date, First Survey 12th. Oct. Last Survey 15th. Nov. 1945

on the Machinery of the ~~Wood Iron or Steel~~ Sc. M.V. "RAPANA".

(No. of Visits 6)

Vessel built at Schiedam. By whom N.V. Wilton-Fijenoord. When 1935 4

Engines made at Schiedam. By whom N.V. Wilton-Fijenoord. When 1935

Boilers, when made (Main) -- (Donkey) 1935

Owners Anglo-Saxon Petroleum Co. Id. Owners' Address

Managers -- Port London. Voyage

If Surveyed ~~At~~ in Dry Dock Barry Graving Dock.

1801b.

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 allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1		LMC.
3,45		C.S. 7,43
s.s. Shl. No. 2-43.		7,43.
		DBS. 3,45
		C.L. 11,41.
		(Oil Eng.)
		Carrying Petroleum in bulk.
		Longitudinal framing at bottom and at deck.

Port No. Port

rs of Examination and Repairs (if any) C.S., DBS. & TS.

ays, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the
rs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
age (the cause of which must be stated) should be separated from Repairs due to other causes; and
detailed in the body of the report, should be briefly summarised at the end of the report. State also the
ails of any letters respecting this case.

es where the Surveyor has not made a special damage report he is required to state whether he
services for this purpose, and why they were declined

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

personally go inside each Main Boiler separately and make a thorough examination at this time? none

" Donkey " " " yes

one, state for what reasons?

if the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the
sure himself of the thorough efficiency of those parts of each Boiler?

of internal examination of each boiler Donkey Boiler 15/10/45.

Present condition of funnel Good

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

examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 180lbs/ "

examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? yes

examine the drain plugs of the Main Boilers? and of the Donkey Boilers? none

examine all the mountings of the Main Boilers? and of the Donkey Boilers? yes

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

been changed? no If so, state reasons

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?

ination of Screw Shaft 16/10/45 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8".

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

Is electric light and/or power fitted yes.

veyor examine the generators, motors, switchgear, cables and fuses? No

resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

not complete, state what arrangements have been made for its completion and what remains to be done Please see 7E

essel placed in dry dock; examined propeller, screw shaft, stern tube and bush and sea

xamined intermediate shaft and bearings, main engine attached lubricating oil pump,

air receivers, fan engine and aft pump of oil burning system and found or placed in
tion.

xamined donkey boiler internally and externally with safety valves, mountings, manholes,
fastenings; adjusted safety valves under steam to pressure stated.

xamined oil fuel burning system with pumps, pipes and fittings and tried same under
nditions. P.T.O.

Observations, Opinion, and Recommendation:— Eligible, in my opinion to remain as

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
eration 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
140 lb., F.D., &c.)

th fresh records D.B.S. 10,45, C.L. 10,45 and C.S. with date when the survey is completed.

D.B.S. £ 4 : : : Fees applied for 24.11. 19 45
CS 3 : : :
T.S. £ 3 : : :
Received by me, 19

enses (if chargeable) £ : : : TUES. 1 JAN 1946

tee's Minute

As now

5 10,45 DBS 11,45

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

