

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

(Received at London Office 7 SEP 1948)

No. 56,191
Date of writing Report 6th Sept. 1948. When handed in at Local Office 6th Sept. 1948. Port of CARDIFF.
Survey held at CARDIFF. Date First Survey 19/7/1948. Last Survey 12/8/1948 (No. of Visits 4)
599. on the Machinery of the ~~Harburg~~ Steel "GOLDFINDER". Year. Month. 1938. 6.

Age { Gross 294. Vessel built at Harburg. By whom G. Renck jun. K.G. When 1938.
Net 166. Engines made at Bedford. By whom W.H. Allen, Sons & Co. Ltd. When 1938.
Main Power 48 MN. Boilers, when made (Main) (Donkey)
Main Boilers Owners Northern Steamship Co., Ltd. Owners' Address as recorded. (if not already recorded in Appendix to Register Book.)
Donkey Boilers Managers E. J. Hewitt East Dry Dock Port London. Voyage
If Surveyed Afloat or in Dry Dock East Dock.
(State name of Dock.)

Report No. Port Dry Docking Mod. Survey.
Particulars of Examination and Repairs (if any)
Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 the details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Present condition of funnel(s) Good.
To what pressure were they afterwards adjusted under steam?
To what pressure were they afterwards adjusted under steam?
and of the Donkey Boilers?
and of the Donkey Boilers?
and of the Donkey Boilers?
Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Has it a continuous liner?
State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.
Is electric light and/or power fitted

Engine parts, when referred to by numbers, should be counted from foreward.
did the Surveyor examine the generators, motors, switchgear, cables and fuses?
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 Complete.

W Done:- Vessel dry docked, propeller, O.G. and underwater fastenings examined, and in order.
Detailed Survey:- Examined main engine Nos. 4 & 5 cylinders, liners, covers, pistons, gudgeons, connecting rods, bottom ends and crank pins. Nos. 4, 5 & 6 main journals and bearings. Auxiliary engine, No. 2 cylinder cover, piston, liner, connecting rod, top and bottom ends and pins. Upper and lower starting air receivers examined internally, also mountings. Machinery generally examined and tested under working conditions and found satisfactory. Vessel has been sold to New Zealand Owners.
Modifications:- The after peak tank now utilised as a temporary reserve oil fuel bunker space for the voyage to New Zealand. Modifications carried out as per approved plan and letter dated P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, 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.)
US 3, 34,
n, is eligible in our opinion to remain as classed with fresh record of & L.M.C. (M) 3, 48

by Fee (per Section 29) LMC (M) £ 5 : 0 : 0 Fees applied for 6 Sept. 1948
al Damage or Repair Fee (if any) £ Received by me, 19
elling expenses (if chargeable) £
mittee's Minute
signed + LMC (M) 3, 48
CERTIFICATE WRITTEN

W.E. Davies & J. J. J. J.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

6th. August 1948. After peak tank examined internally, tested and found satisfactory. Fore peak tank cleaned and cement washed for fresh water, flooding valve blanked off, hand pump and connections fitted.

W. H. Allen, Sons & Co. Ltd. 1938.
G. H. Allen, Sons & Co. Ltd. 1938.
E. J. Hewitt
East Dock
East Dock
London
as recorded.

Lmc (w) due 7.48 now held.
Oil fuel storage and connection modified
for the Voyage to N.Z.

It is submitted that this
vessel is eligible for THE
RECORD. + Lmc (w) 8.48

J.S.
20.7.48

