

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

(Received at London Office 7 SEP 1948)

Date of writing Report 6<sup>th</sup> Sept. 1948 When handed in at Local Office 6<sup>th</sup> Sept. 1948 Port of CARDIFF.

Date First Survey 19/7/ Last Survey 12/8/ 1948 (No. of Visits 4)

Survey held at CARDIFF. on the Machinery of the "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.

Boilers, when made (Main) - (Donkey) -  
Main Boilers - Owners Northern Steamship Co., Ltd. Owners' Address as recorded.  
Donkey Boilers - Managers E. J. Hewitt (if not already recorded in Appendix to Register Book.)  
If Surveyed Afloat or in Dry Dock East Dry Dock Port London. Voyage -

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

| CHARACTER.<br>* for Special Survey<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>assigned<br>now<br>expired. | Machinery and Boiler<br>Surveys<br>(including date of N.B. if any). |
|---|--------------------------------------|---|
| *100A1.   |                                      | *LMC. 7.46.   |
| 3.47.   |                                      | *ONE. 11.42.  |
| ssGoo. 3,47.  |                                      | OG.N. 8,47.   |
|   |                                      | Oil Eng.  |

Particulars of Examination and Repairs (if any) Dry Docking  
Mod. Survey.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 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.

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.

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? -

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? -

Latest date of internal examination of each boiler? -

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 the 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 the shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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? -

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 O.G.

Is electric light and/or power fitted? -

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 Complete.

Work Done:- Vessel dry docked, propeller, O.G. and underwater fastenings examined, and in order.

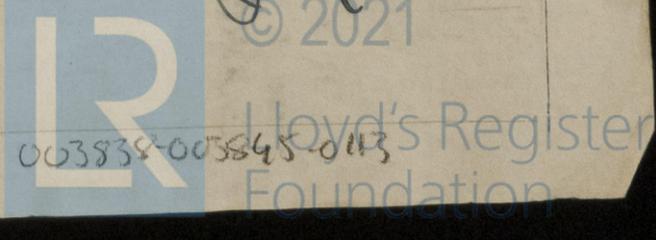
Examined Survey:- Examined main engine Nos. 4 & 5 cylinders, liners, covers, pistons, gudgeons, connecting rods, bottom ends and crank pins. Nos. 4, 5 & 6 main journals and bearings. Auxiliary engine, No. 2 cylinder cover, piston, liner, connecting rod, top and bottom ends and pins. Upper and lower starting 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 classified, is eligible in our opinion to remain as classed with fresh record of \*LMC (M) 3,48

Survey Fee (per Section 29) LMC (M) £ 5 : 0 : 0 Fees applied for 6 Sept. 1948  
Special Damage or Repair Fee (if any) £ : : : Received by me, 19  
Printing expenses (if chargeable) £ : : :  
Committee's Minute FRI. 1 OCT 1948  
Signed + LMC (M) 3,48

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



CERTIFICATE WRITTEN

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

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.

*J. S.*

W. H. Allen, Sons & Co. Ltd. London. E. J. Hewitt East Dock. *48*

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*

