

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

(Received at London Office)

Date of writing Report 29-11-1938 When handed in at Local Office 30 NOV 1938 Port of Ipswich.

Survey held at Cullton Broad Date, First Survey and Last Survey 29-11-1938 (No. of Visits one)

004 on the Machinery of the Wood, Iron or Steel M.Y. "GUIDESMAN"

Gross 233 Vessel built at Alblasdam By whom N.V. Industriële Maatschappij When 1938-8.

Net 92 Engines made at Köln-Deutz By whom Humboldt-Sulzmeister When 1938.

Nominal Power 47 Boilers, when made (Main) (Donkey)

of Main Boilers Owners C. Rowbotham &amp; Sons. Owners' Address (if not already recorded in Appendix to Register Book.)

of Donkey Boilers Managers Port London Voyage

Main Pressure Main Boilers If Surveyed Afloat or in Dry Dock Quay Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Repair

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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. H. 26-11-38.

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

as 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?

" " Donkey " " "

this was not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

So 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

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? 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

how done.

Suction pipes from fore copperdam to forward motor pump, disconnected & blanked off at fore castle bulkhead.

New semi rotary hand pump fitted on deck & suction pipe fitted from pump to fore copperdam.

Pump examined under working condition & found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far

(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.)

as seen, is in a safe working condition & eligible in my opinion to remain as classified and item in S.R.L. to be deleted.

Survey Fee (per Section 29) £ 19

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

Travelling expenses (if chargeable) £ 17

Committee's Minute

Assigned As now

Without Del. Cond

004394-004404-0278

Insert Character of Ship and Machinery precisely as in the Register Book.

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



Pumping arrangements now  
placed in order.

It is submitted that  
this vessel is eligible to  
remain as CLASSED, without  
special conditions.

L.H.  
11/12/38.

