Rpt. 9.

No. 20334.

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

(Received at London Office 6 JUL 1950)

Date of writing Report 14th JUNE 1950 When handed in at Local Office Do 19 Port of SOUTHAMPTON

No. in Reg. Book. Survey held at SOUTHAMPTON Date. First Survey 19th DECR Last Survey 24th APRIL 1950 (No. of Visits 3)

02260 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "AUTOCARRIER"

Tonnage { Gross 985 / Net 362 }

Nominal Horse Power 238 NHP

No. of Main Boilers 2

No. of Donkey Boilers –

Steam Pressure— in Main Boilers

in Donkey Boilers –

Vessel built at GLASGOW By whom D. & W. HENDERSON & Co. LTD When (Year. Month.) 1931

Engines made at GLASGOW By whom D. & W. HENDERSON & Co. LTD When 1931

Boilers, when made (Main) 1931 (Donkey) –

Owners BRITISH TRANSPORT COMMISSION Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers – Port LONDON Voyage

Surveyed Afloat or in Dry Dock No. 1 DRY DOCK. (State name of Dock.)

Last Report No. Port

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
CLASSIFICATION CONTEMPLATED		

Particulars of Examination and Repairs (if any) COM. LMC. & B.S.

(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? YES

" " Donkey " " " –

If not, state for what reasons – 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? –

State latest date of internal examination of each boiler 19th JAN 1950 Present condition of funnel(s) GOOD.

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 200 LBS

Did the Surveyor examine the Safety Valves of the Donkey Boilers? – To what pressure were they afterwards adjusted under steam? –

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES, 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? YES, and of the Donkey Boilers? –

Has the screw shaft now been drawn and examined? NO Has it a continuous liner? – Is an approved oil retaining appliance fitted at the after end? –

Is shaft now been changed? – If so, state reasons – Has the shaft now fitted been previously used? – Has it a continuous liner? –

Is an approved oil retaining appliance fitted at the after end? – State date of examination of Screw Shaft – State the wear down in the stern bush CLOSE FIT Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

(Engine parts, when referred to by numbers, should be counted from forward.)

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

NOW DONE:- Vessel placed in dry dock. Propeller, stern tube & outside fastenings examined. Wear down as above.
The following parts of machinery opened up & examined, found or placed in good order:-
Port & Starbd Main engine complete, thrust shafts, blocks, pads & bearings; intermediate shafting & bearings; air, circulating, & feed pumps; bilge & ballast pumps; fan engines; condensers (detailed & tested); steering engine, windlass; pumping arrangements examined & tested. Electrical equipment examined & tested as required by the Rules & left in good order. Steam & emergency generator engines examined. Both boilers examined in their entirety together with Safety Valves & principal mountings, all found as placed in good order. Boilers afterwards examined under steam & safety valves adjusted to above stated pressure. A number of minor repairs effected.

General Observations, Opinion, and Recommendation:— P.T.O.

(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, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 1,34.

The machinery of this vessel, as far as now seen, is in good & safe working condition, & eligible in my opinion to be endorsed with this Society & to have record of LMC 4,50; and BS 1,50

Survey Fee (per Section 29) LMC 40 : 0 : 0 BS £ 7 : 0 : 0

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

Travelling expenses (if chargeable) : :

FRI. 29 SEP 1950

Fees applied for 19

Received by me, 19

Robert W. Strachan

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed

LMC MS 4.50
Both S(N) 2.49: BS 1.50

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

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

005367-005376-0170

On completion, main & auxiliary machy examined under working conditions & eff. in good working order.