

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

No. 53040.

21 AUG 1945

(Received at London Office)

24 AUG 1945

Date of writing Report

When handed in at Local Office

No. in Reg. Book. Survey held at GOOLEPort of HULLDate, First Survey 3. 7. 45 Last Survey 3. 8. 1945Tonnage { Gross 716
Net 473Vessel built at MEMELBy whom SCHIFFSWERFT LINDENAU & Co. When 1923

Nominal Horse Power

Engines made at COPENHAGEN, HAMBURGBoilers, when made (Main) BURMEISTER & WAIN When 1923No. of Main Boilers 250Owners MINISTRY OF WAR TRANSPORT(Donkey) —No. of Donkey Boilers —Managers A.W. ATKINSON

Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 155 lbPort GOOLEVoyage —in Donkey Boilers —If Surveyed Afloat in Dry Dock GOOLE Afloat in —

(State name of Dock.)

No 250

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.

Machinery and Boiler Surveys (including date of N.B. if any)

Last Report No. —Port —General Machinery Donkey & B.S.Particulars of Examination and Repairs (if any) Donkey & B.S.

Periodical Surveys, when held, must be reported in detail and serially 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 residues being detailed in the body of the report, should be separated from Repairs due to other causes; and dates 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

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " " None

this was not done, 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? —

the latest date of internal examination of each boiler PORT 10/5/45. Star. 9/7/45.

the Surveyor examine the Safety Valves of the Main Boiler? Yes

Present condition of funnel(s) Efficient

the Surveyor examine the Safety Valves of Donkey Boiler? None

To what pressure were they afterwards adjusted under steam? 185 lb

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? —

the Surveyor examine the drain plugs of the Main Boilers? —

and of the Donkey Boilers? —

the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? —

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? No

shaft now been changed? — If so, state reasons —

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 1/8"

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

Is electric light and/or power fitted? —

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? —

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

Vessel placed in Dry dock Propeller, sea Connections and Outside fastenings examined dependant feed pump, Brean Cylinders re bored & new rings fitted to piston. Water end new renewed & the working parts overhauled. Condenser tested, two tubes stopped. Tail Valve repaired. Main and auxiliary engines tried under steam ahead and astern & found satisfactory.

Port & Starboard Boilers examined internally and externally with mountings, doors & fastenings and found in good condition Minor repairs effected

General Observations, Opinion, and Recommendation:— For the information of the Committee.

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 C.S. 2, 3, 4, 140 lb., E.D., &c.)

the vessel to be assigned a record of "Examined L.R. 8-45" (12 months).

is inferred from the plans that the vessel was the FINKENAU (ex CATTANO) in the 1939 Register Book, but the builders transplate bears the date 1922, and the engine appears to have been built by Messrs BURMEISTER & WAIN.

Fee (per Section 29) £ 7: -

Fees applied for

Damage or Repair Fee (if any) £ —

21 AUG 1945

Expenses (if chargeable) £ 1: 10: -

Received by me, J. McLean

Committee's Minute

2 OCT 1945

Signed See minute on Rpt. 8

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

006291-006291-0045

Electrical Equipment

The installation was examined & tested.

The after installation was repaired & partly rewired, faults were removed on the navigation circuits.

Remain to be done The generators, main switch board, refrigerator fan & starter require to be overhauled & the installation to be megger tested upon completion, this will be done on the vessels return to this port in about two weeks.

W. G. Bennett



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