

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

Received at London Office 2 AUG 1939

Date of writing Report 1.8.39 to When handed in at Local Office -2 AUG 1939 Port of London

No. in Reg. Book 23536 Survey held at London Date, First Survey - Last Survey 1.8.1939 (No. of Visits ONE)

Tonnage { Gross 8131 Net 4999 Vessel built at Belfast By whom Harland & Wolff. Ltd. When 1904 9
Engines made at do By whom do When 1904
Nominal Horse Power 965 Boilers, when made (Main) 1904 (Donkey)
No. of Main Boilers 30458 Owners Union-Castle Mail S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port London Voyage
Steam Pressure in Main Boilers 220 lb If Surveyed Afloat or in Dry Dock Afloat W.I. Ok Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) General Exam

(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 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? No

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

If this was not done, state for what reasons?

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

Also 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 all the manholes, doors and their fastenings of the Donkey 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. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft 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. Is electric light and/or power fitted?

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. Complete.

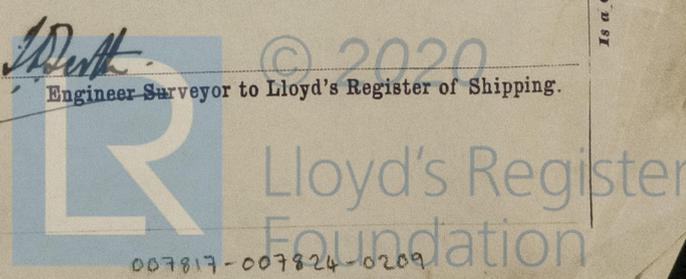
Now Done. The boilers and machinery of this vessel were generally examined, the port & starboard & after boilers being under steam. The main engine & bilge pumps were tried under power, the windlass & steering engines were tried under power and all found satisfactory for the contemplated voyage to Port Glasgow, where the vessel is to be broken up. Interim Certificate issued. Copy attached herewith.

General Observations, Opinion, and Recommendation:— This vessel's machinery, 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 XLMC 140 lb., F.D., &c.)

is in satisfactory condition & eligible in my opinion to retain the existing record FLMC 3-33 for the contemplated voyage to Port Glasgow.

Survey Fee (per Section 29) £ 3 3 0 Fees applied for 2 AUG 1939
Special Damage or Repair Fee (if any) (per Section 30) £
Travelling expenses (if chargeable) £
Received by me, 31/8 1939

Committee's Minute TUE 22 AUG 1939
Assigned Deputed
Engineer Surveyor to Lloyd's Register of Shipping.



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

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