

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

(Received at London Office.

NOV 29 1939

Date of writing Report 17th Nov 1939 When handed in at Local Office 17th Nov 1939 Port of PORT SAID

No. in Reg. Book. Survey held at Port Said Date, First Survey and Last Survey 15th Nov 1939
(No. of Visits 1)

31515 on the Machinery of the Wood, Iron and Steel SC "PERLA"

Tonnage { Gross 5741
{ Net 3612 Vessel built at G. Glasgow By whom Glyde S. B. & E. Co. Ltd When 1926 - 1

{ Nominal 468
{ Horse Power Engines made at - Do - By whom - Do - When 1926

No. of Main Boilers 358 (SPT) Boilers when made (Main) 1926 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Lloyd Cristino Soc. Anon. di Genova Owners' Address Genoa (if not already recorded in Appendix to Register Book.)

Steam Pressure— in Main Boilers 200 lb Managers ✓ Port Genoa Voyage ✓

in Donkey Boilers ✓ If Surveyed Afloat in Main Dry Dock Port Said Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Registered	Machinery and Boiler

(Periodical Surveys, when held, must be reported in detail and serialim 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?

STARBOARD CENTRE
Did the Surveyor personally go inside ~~the~~ Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " "

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 Sand C 15-11-39

Present condition of funnel(A) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? NOT ADJUSTED.

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? Yes, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Bollers? Yes, and of the Donkey Boller? Yes

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

Survey would possibly be completed at a port in Java, where the vessel is proceeding.

TO COMPLETE. The PORT boiler requires to be examined throughout, & all safety valves adjusted under steam to 200 lb per square inch.

to 200 lb per square inch.
HOW DONE The Starboard & Centre boilers examined throughout,
together with mountings, manholes, doors & fastenings;
also superheater headers, & all steam pipes as far
as practicable, without dismantling.
Found all (6) furnaces somewhat distorted, but
efficient.

General Observations, Opinion, and Recommendation:— *The machinery of this*
(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
the proposed to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 911, B.&M.S. 911, & L.M.C. 911, or

*LHC 140 lb., F.D., &c.)
CS 8,34,

...in my opinion to

140 lb., F.D., &c.)
CS 3,34,
vessel, as now seen, is eligible in my opinion to
remain as classed, with fresh record of B.S. 11.39.
When the survey has been completed, as above.

Survey Fee (per Section 20).....	£	7:10:0	Fees applied for <u>16th Nov</u> 19 <u>39</u>	{ <u>£7.10</u>
Special Damage or Repair Fee (if any) (per Section 20.).....	£	:		
Travelling expenses (if chargeable).....	£	✓ :		

Committee's Minute

Assigned

FRI. 8 DEC 1939

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

008417-008427-0202

Mo due 9.39 To complete in Japan

It is submitted that this vessel WILL BE eligible for the record.

Mo 11.39 when put to sea has been examined Hall Safety valves adjusted

HRM
7.12.39



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