

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

(Received at London Office)

-9 APR 1938

Date of writing Report April 8th 1938 When handed in at Local Office April 8th 1938 Port of LONDON.No. in Reg. Book. Survey held at LONDON Date, First Survey 13th Dec 1937 Last Survey April 8th 1938 (No. of Visits SIX)

1014 on the Machinery of the Wood, Iron or Steel AUXILIARY WESTWARD

Gross 2000 85 Tonnage Net 1176 44 Vessel built at Rodby Starn By whom A/S Rodby Starns Jensen 1920-9

Engines made at By whom A/S Rodby Starns Jensen 1920

Boilers, when made (Main) (Donkey) 1925

Owners' Address (if not already recorded in Appendix to Register Book) Port London Voyage

Managers If Surveyed Afloat or in Dry Dock Royal Albert Dock (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Dr. T. S. & D. 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?

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 Donkey Boiler 13-12-37. Present condition of funnel(s)

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? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

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? Yes, and of the Donkey Boilers?

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No 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 10-1-38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 16" 5/16"

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

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 Survey complete

Vessel placed in Dry Dock. Screw shafts drawn.

Propellers, stern tubes, oil glands and fastenings

of sea connections examined.

The donkey boiler, its doors, mountings

and fastenings examined throughout.

examined under steam and its safety

valves adjusted as above.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or

L.M.C. 140 lb., F.D., &c.)

CS 3,31,

vessel is in good condition and eligible in our

opinion to be reclassified as previously recommended

and to have fresh record of D.B.S. 4.38.

Note:—Screw shafts seen 1.38 O.G.

Survey Fee (per Section 20) £2 : 2 : 0 Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : 15 : 0

Committee's Minute 10.12.1938

Assigned + L.M.C. 4.36

DRS 4.382

008628-008633-0163

Lloyd's Register Foundation