

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

(Received at London Office)

JAN 17 1938

Date of writing Report 13th Jan 1938 When handed in at Local Office 13th Jan 1938 Port of Bordeaux
 No. in Reg. Book. 12025 Survey held at Bayonne Date, First Survey 11th Dec 37 Past Survey 10th Jan 1938
 on the Machinery of the Wood, Iron or Steel Erin Le "NEW DAGENHAM"
 Tonnage Gross 255 Vessel built at Albusurdam By whom N.V. Industriële Maats. D. Noord When 1934
 Net 167 Engines made at Hengelo By whom Geb. Stank f.c. N. When 1934
 Nominal Horse Power 70 N.H. Boilers, when made (Main) _____ (Donkey) _____
 No. of Main Boilers _____ Owners E. C. Izmir Liman Tiletmediniers' Address
 No. of Donkey Boilers _____ Managers _____ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers _____ Port Turkish Voyage Izmir
 in Donkey Boilers _____ If Surveyed Afloat & in Dry Dock Dry dock & afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Grounding damage + A.I. 10.37 + I.M.C 3.34
(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 Not required

Was a damage report made by anyone else? If so, by whom? M. Anatol for Lloyd's Agent

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

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 _____ 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? _____ 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 the drain plugs of the Main Boilers? _____ and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____ and of the Donkey Boiler? _____

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

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 _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 1/2 in.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Damage stated to have been sustained through grounding on the Biquets Rocks (near I Jan de Luz) on the 29th Novem 1937.

Now done - Vessel placed in dry dock, sea connections & fastenings examined. Both propellers removed. Starboard tail shaft removed put on lathe & rectified. Main motor clutches examined. Auxiliary motor opened out & examined, piston rings removed. Main motor starting accumulators opened out cleaned repaired & refitted.

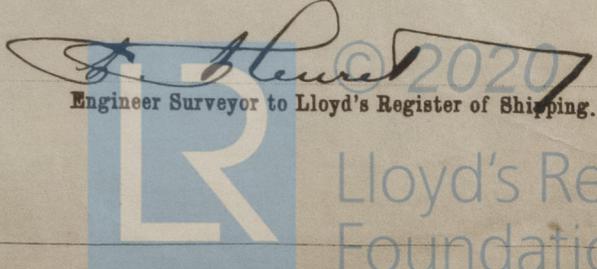
Both main & the auxiliary motors examined under working conditions. The vessel is suitably strengthened prepared and in condition to continue her contemplated voyage to Izmir.

Please refer to copy of Technical Certificate B.1. forwarded herewith.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(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 CS 3.34,

as far as now seen, is in safe working condition and in my opinion is eligible to remain as classed without fresh records of survey.

Survey Fee (per Section 29) £ : : Fees applied for 13.1.1937
 Special Damage or Repair Fee (if any) (per Section 29.) for 400 for 725
 Travelling expenses (if chargeable) for 320 Received by me, _____
 Committee's Minute FRI. 25 FEB 1938
 Assigned See Lis 2867



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