

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

JAN 17 1938

(Received at London Office)

Date of writing Report: 13th Jan 1938 When handed in at Local Office 13th Jan 1938 Port of Bordeaux
 No. in Reg. Book. Survey held at Bayonne Date, First Survey 11th Dec 37 Last Survey 10th Jan 1938
12025 on the Machinery of the Wood, Iron or Steel Enin Le "NEW DAGENHAM"
 Tonnage Gross 255 Vessel built at Albusurdam By whom N.V. Industriële Maats. D. Nord When 1934
 Net 167 Engines made at Hengelo By whom Op. br. Stank f. C. N. W. 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 — Port Turkish Voyage Izmir
 Steam Pressure in Main Boilers — If Surveyed Afloat & in Dry Dock Dry dock & afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers —

Last Report No. — Port —

Particulars of Examination and Repairs (if any)

(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

" " Donkey " " " "

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 — 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? — 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? 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? —

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 Beignets Rocks (near Ispan 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 condition.

The vessel is suitably strengthened prepared and in condition to continue her contemplated voyage to Izmir.

Please refer to copy of Intrins 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, 140 lb., F.D., &c.)

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

Survey Fee (per Section 29) £ : : Fees applied for 13.1.1938

Special Damage or Repair Fee (if any) (per Section 29.) for 400 for 725

Travelling expenses (if chargeable) for 325 Received by me, 19

Committee's Minute FRI. 25 FEB 1938

Assigned See Lis 2867

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009674-009681-0249