

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

2 OCT 1953

Date of writing Report 23. 7. 53 When handed in at Local Office 23. 7. 53 Port of London

No in Reg. Book. Survey held at London Date. First Survey 17. 6. 53 Last Survey 23. 7. 53 (No. of Visits 2)

10797 on the Machinery of the Wood, Iron or Steel "GAOSDEN" EX "ENGLAND"

Tonnage { Gross 273 Vessel built at Kinderdijk By whom K. Smit & Zoon When 1913  
Net 267 Engines made at \_\_\_\_\_ By whom \_\_\_\_\_ When \_\_\_\_\_

Boilers, when made (Main) \_\_\_\_\_ (Donkey) 1913  
Owners Shipping Contractors, Dredging Co. Ltd. Owners' Address \_\_\_\_\_  
(if not already recorded in Appendix to Register Book.)

Managers \_\_\_\_\_ Port London Voyage \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock Union Drydock & Repairs Ltd. at Deptford.  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
HULL: BS. Dredge. 6,49  
SS. Hon. 6,49  
H.S. 9,52  
MACHINERY: O. B.S. 251.

Particulars of Examination and Repairs (if any) Dry & B.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

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.

Has a damage report made by anyone else? If so, by whom? Yes

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

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

What parts of the Boilers could not be thus thoroughly examined? None

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? None

What was the latest date of internal examination of each boiler? 23. 7. 53 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Efficient

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? Efficient

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? Yes and of the Donkey Boilers? Yes

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? Yes If so, state reasons \_\_\_\_\_ Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft \_\_\_\_\_ State the wear down in the stern bush \_\_\_\_\_

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

When parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the O. B.S. the safety valves remain to be adjusted. Owners state that this will be carried out on the first occasion that steam is raised which may not be for several months.

Work done for O. B.S.: Donkey Boiler opened out & examined internally & externally together with its mountings. All found or placed in efficient condition.

Keel played in drydock, examined sea connections (opened out) and their outside fastenings.

On the occasion of the Boiler Survey, the main & auxiliary Boiler feed pumps & the general service Ballast pump were examined throughout.

General Observations, Opinion, and Recommendation:—  
(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, etc.)

The machinery of this vessel so far as now seen is in efficient condition and eligible in our opinion to remain so classed with fresh record of O. B.S. 7, 53 when the survey is complete.

Survey Fee (per Section 23) O. B.S. 500 Fees applied for 1 OCT 1953  
Special Damage or Repair Fee (if any) \_\_\_\_\_  
Working expenses (if chargeable) \_\_\_\_\_  
Received by me, A. Williams & J. D. Bates  
19 \_\_\_\_\_  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
TUESDAY 20 OCT 1953  
Deferred for CP 50ers

Numbered \_\_\_\_\_  
010004- 01001- 0268

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

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

