

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

(Received at London Office)

Date of writing Report 2. 2. 1953 When handed in at Local Office 2. 2. 1953 Port of SOUTHAMPTON

No in Reg. Book. Survey held at SOUTHAMPTON Date First Survey 19. 12. 52 Last Survey 29. 1. 1953 (No. of Visits 8.)

61319 on the Machinery of the ~~Wood~~ ^{Steel} DREDGER "GOODWORKER" (EX PERSEVERE)

Tonnage { Gross 582 Vessel built at GLASGOW By whom FERGUSON BROS (R GLASGOW) LTD When 1928 9
Net 515 Engines made at (Donkey) 1947

MN Boilers, when made (Main) Owners FOREMOST DREDGING Co LTD Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers 1 Managers FOREMOST DREDGING Co LTD Port LONDON Voyage KUWAIT.

No. of Donkey Boilers 158 If Surveyed Afloat or in Dry Dock JAMES DRYDOCK NORTHAM. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers in Donkey Boilers 220 LBS/SQ IN Last Report No. Port SOUTHAMPTON

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

a damage report made by anyone else? If so, by whom? the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

If not, state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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 the boiler 22. 12. 52 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? Did the Surveyor examine the Safety Valves of the Donkey Boiler? YES 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? YES Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? YES Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? YES

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? 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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush Is electric light and/or power fitted? 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? Engine parts, when referred to by numbers, should be counted as 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 D.B.S. the Boiler remains to be examined under steam and its safety valves to be adjusted, the oil fuel and steam smothering installations remain to be examined under working conditions. The Owners Superintendent stated that the survey would be completed on the vessels arrival in the Persian Gulf, and before work is commenced in the vicinity of Kuwait. This vessel is being prepared by the M.O.T. at this port for passage to the above port of destination.

Now Done. Vessel placed in drydock, examined all sea inlet & discharge valves, together with outside fastenings, and all found or now placed in good order.

D.B. Boiler opened up and examined throughout, together with safety valves and principal mountings, manhole doors, fastenings, and all found or now placed in good order. P.T.O

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, &c. thus, for example, BS 9,11, B&MS 9,11, & LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel as now seen, is in good and safe working condition and eligible in my opinion to remain as classed with fresh record of D.B.S. 12.52 when the survey has been completed

Survey Fee (per Section 23) DBS £ 5 0 0 Fees applied for, 19/12/1953
Special Damage or Repair Fee (if any) (per Section 23.) £ Received by me, J. J. Mansford.
Travelling expenses (if chargeable) £ 2 0 19

Committee's Minute Assignee DBS. TUES. 24 FEB 1953 As now.



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

Is a Certificate required if so, to be sent to

At Owners Superintendent's request, attended to examine three lengths
of main steam pipe under hydraulic test: 380 lbs/sq" satisfactory.
Minor repairs carried out to boiler & mountings at this time.



© 2021

Lloyd's Register
Foundation