

# 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, Iron or Steel DREDGER "GOODWORKER" (EX PERSEVERE)  
 Year. Month. 1928 9

Tonnage { Gross 582 Vessel built at GLASGOW By whom FERGUSON BROS (R GLASGOW) LTD  
 Net 515 Engines made at (Donkey) 1947  
 MN ✓ Boilers, when made (Main) Co LTD Owners' Address ✓  
 No. of Main Boilers ✓ Owners FOREMOST DREDGING Port LONDON Voyage KUWAIT.  
 No. of Donkey Boilers 158 Managers ✓  
 Steam Pressure— If Surveyed Afloat or in Dry Dock JAMES DRYDOCK  
 in Main Boilers ✓ (State name of Dock) NORTHAM.

in Donkey Boilers 220 BS/0"  
 Last Report No. ✓ Port ✓  
 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? ✓

" " the Donkey " " " ✓

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? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? YES

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 Do 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 service 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 140 lb., FD, &c.)

CS 3.34

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

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Survey Fee (per Section 23) DBS £ 5 0 0 Fees applied for, 10/2/1953  
 Special Damage or Repair Fee (if any) £ — Received by me, 19  
 Travelling expenses (if chargeable) £ 2 0

Committee's Minute 17 DBS.  
 Assignee As now

TUES. 24 FEB 1953

Is a Certificate required if so, to be sent to

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J. J. Mansford.  
 Engineer Surveyor to Lloyd's Register of Shipping.  
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 012078-012088-0288



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.



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