

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

Date of writing Report Dec 29<sup>th</sup> 1947 When handed in at Local Office 12 JAN 1948 Port of London (Received at London Office 22 JAN 1948)

No. in Survey held at London Date. First Survey 29-10-47 Last Survey 18-12-1947 (No. of Visits 16)

on the Machinery of the Wood, Iron or Steel Disel-electric vessel "John Discove" ex A.D. Yb. ex H.M.S. Preheat. Year. Month.

Gross Vessel built at Wilmington, Delaware By whom American Car & Foundry Co. When 1944  
 Net Engines made at Auburn, New York By whom American Locomotive Co. When  
 Nominal Power 217 H.P. Boilers, when made (Main) ✓ (Donkey) ✓  
 of Main Boilers ✓ Owners Crown Agents Owners' Address (If not already recorded in Appendix to Register Book.)  
 of Donkey Boilers ✓ Managers London Port London Voyage  
 Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both  
 Donkey Boilers ✓ (State name of Dock.) London Docks, Tilbury Rd. Delford.

Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Classification.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any. 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.

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 ✓

Is a damage report made by anyone else? If so, by whom? ✓

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

Donkey " " " " ✓

Did 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 each boiler ✓ Present condition of funnel(s) Satisfactory

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 Boilers? ✓ 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 Boilers? ✓

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

Has the screw shaft now been drawn and examined? No Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No

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 close fit 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

Engine parts, when referred to by numbers, should be counted from forward. See also Baltimore Cert. dated

24-10-47. To complete the survey the following items are outstanding:- Main engine - driven pumps, turbo-supercharger, intermediate shafting, all independent pumps except Port & Starboard fuel and bilge pumps, both compressors, both S.A. receivers, separate fuel tanks with their pipes & fittings. Owners' representative states that these will be dealt with on the vessel's return to London in June 1948.

Now done. Vessel placed in drydock, propeller, after end of stern bush & outside fastenings examined & found in good order. Port & Starboard main engines opened up, cylinders, pistons, valves & gear, connecting rods, top & bottom ends, crankshaft & bearings examined; Port & Starboard auxiliary engines opened up, examined throughout and all found in good order. Port & Starboard bilge & fuel pumps examined, also pumping arrangements and found in good order. Machinery examined under working conditions and found satisfactory.

(P.T.O. for Pump List.)

General Observations, Opinion, and Recommendation: The machinery of this vessel as now examined is in good order and eligible in our opinion for record of "Examined 13.47, Classification contemplated" and screw shaft seen T.S. 8.47 as per Baltimore Certificate. Also subject to completion of Rate requirements as noted on last Entry Report herewith.

(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 or LMC 140 lb., FD, &c.)

Survey Fee (per Section 29) £ 2 Fees applied for 22 JAN 1948  
 Special Damage or Repair Fee (if any) £ 2 Received by me, ✓  
 Travelling expenses (if chargeable) £ 19

Committee's Minute See minute on 15.12.47

Assigned See minute on 15.12.47





Pump List. All the undernoted pumps are electric motor driven, rotary type.

2 - Fire & bilge.	350	gals/min.	each.
1 - Bilge & flushing.	30	"	"
2 - Fresh Water.	10	"	" each.
1 - Evaporator brine.	5	"	"
1 - Distiller F.W.	-	"	"
1 - Lub. oil transfer.	25	"	"
1 - Fuel oil transfer.	25	"	"

### Auxiliary Engines

- 2 - 6-cyl. BUDA oil engines.  $5\frac{1}{4} \times 6\frac{1}{2}$ " 1200 R.P.M.
- 2 - 30 hp compressors.  $4\frac{1}{4} \times 1\frac{3}{4} \times 3$ " 600 lb/in<sup>2</sup>.
- 1 - cyl. Westinghouse (small auxiliary generator).

### Electrical Installation:

Complete electrical installation, propulsion machinery and auxiliary equipment, examined throughout, megger tested and found in good condition. Full power trials ahead & astern, controlled from engine room & bridge, carried out satisfactorily. (For full details of equipment see separate Rpts. 4d & 13)

See also Rpt. 2 re stem tube.

*[Signature]*



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