Rpt. 9. No. 27690

22 JUL 1952

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

(Received at London Office 12 JUL 1952)

Date of writing Report 10 July 1952. When handed in at Local Office 10 July 1952. Port of Antwerp

No in Reg. Book. Supplements 26009 90404 Survey held at Ghent Date. First Survey 25 June Last Survey 25 June 1952 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel Tw. Sc. M/V "DRAKELOW" (ex. Christina Dawn-52)

Tonnage: Gross 313 Net 163

Nominal Horse Power ~~145~~ 152

No. of Main Boilers ✓

No. of Donkey Boilers ✓

Steam Pressure — in Main Boilers ✓ in Donkey Boilers ✓

Vessel built at Assembled by General Stm Nav Co. Ltd. London. By whom ✓ When 1945 (Year. Month.)

Engines made at Colchester By whom Davey Paxman & Co. When 1945.

Boilers, when made (Main) ✓ (Donkey) ✓

Owners Drakelow S.S. Co. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port London Voyage ✓

If Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) Ghent Berth No. 53.

Last Report No. 57875 Port Cff.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
A1 with freeboard 7.51		LMC 8.51
Classed 8.51		ES 8.50
SS Ship - 8.51		

For service U.K., Eire, excluding West Coast, Channel Islands & Continent between River Elbe & Brest.

Particulars of Examination and Repairs (if any) Damage repairs.

(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 Yes, but not required.

Was a damage report made by anyone else? If so, by whom? Salvage Surveyor

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

" " Donkey " " "

SEE SPL. NOTE S.R.L. (MACHY.)

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 each boiler 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 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reason 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 from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey confined to the following

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Now done: Attend on board as requested by the Master and witnessed satisfactory running trials of Port Main Engine and manoeuvring of the same tested.

It was stated by the Chief Engineer that on the 15th June 1952, on voyage to Ghent, Port M.E. was using excessive oil, and the A3 + A4 cylinders were running hot. P.ME has been stopped for investigation, leak could not be detected. P.ME has been started again, with the same results oil consumption was still to high. P.M.E was stopped and vessel proceeded to Ghent on Stbd. M.E. only.

It was stated that upon examination of P.ME. by the ships staff at Ghent the camber was leaking and the pushrods rubber tubes loose and deteriorated.

Repairs were carried out by the ships staff with satisfactory results.

It is stated by the Master that all pushrod rubber tubes will be renewed at vessels arrival at London, direct from Ghent.

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.)

CS 3,34

Report forwarded for the information of the Committee.

Survey Fee (per Section 29) £ : :

Special Damage — Repair Fee (if any) (per Section 29.) £ 1400.-

Travelling expenses (if chargeable) £ 37.-

Fees applied for 11-7-1952

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 12 AUG 1952

Assigned Deferred - awaiting Cff. Rpt.

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

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

(The Surveyor is not to write on or below the space reserved for Transfer Ink) (MADE AS FAILED)

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015224-016323-0345