

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

Date of writing Report5th May 1942

When handed in at Local Office6 MAY 1942

Port of LONDON

No. in Reg. Book18668

Survey held atLONDON

Date. First Survey4th Feb

Last Survey1st May 1942

(No. of Visits10)

TonnageGross389

Net144

Nominal Horse Power112

No. of Main Boilers

No. of Donkey Boilers1

Steam Pressure in Main Boilers

in Donkey Boilers180 lb

Vessel built atGreenock

By whomG. Brown & Co

Engines made atThurbury

By whomThurbury Diesel Co. Ltd.

Boilers, when made (Main)(Donkey)1931

OwnersJ. J. Everard & Son, Ltd

Owners' Address(if not already recorded in Appendix to Register Book.)

Managers

PortLondon

Voyage

If Surveyed Afloat or in Dry DockGreenhide

(State name of Dock.)

Year1931

Month12

When1942

Month5

Last Report No.

Port

Particulars of Examination and Repairs (if any)LMC T.S.

Periodical Surveys, when held, must be reported in detail and serially 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.

On 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.

Was 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

this was not done, state for what reasons

and what parts of the Boilers could not be thus thoroughly examined?

so 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 boiler11-3-42

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?To what pressure were they afterwards adjusted under steam?180 lb

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?

Is the screw shaft now been drawn and examined?Is it fitted with continuous liner?Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the shaft now been changed?If so, state reasons.

Is the shaft now fitted with previously used?Has it a continuous liner?Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft14-3-42State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

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?

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

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  
expired.

Machinery and Boiler  
Surveys  
(including date of N.B., if any).

LMC 3.38

SS. LON. No. 1-36

Examined 3-41

LMC 6.36

LMC/MB.38

DBS. 3.39

TS. 10.38, 0G.

Oil Engines.

Carrying petroleum in bulk.

See London Report 4620110310 and Report 9.10110310 for main and auxiliary engines.

Under: Sea connections and their outside fastenings examined. Propeller shaft drawn, examined & found slightly scored and now skinned up. New bush fitted and oil gland refitted.

is received, pipes & connections examined internally and when fully charged - new receiver (starting) of similar size and capacity as the two existing receivers now fitted & connected up. Marks 408500. LLOYD'S NO. 110. LLOYD'S TEST BOOKS. P. 300 LBS. H. M.C. 24-8-41. Pumping arrangements opened up, examined & tested.

Service tank, settling tank & connections examined internally & when full. (P.T.O.)

General Observations, Opinion, and Recommendation: The machinery of this vessel as (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, B.S. 9.11, B.&M.S. 9.11, \* L.M.C. 9.11, or \* S.S. 9.11, &c.)

is in good & safe working condition and is eligible in our opinion remain as classed with fresh record of LMC 5-42, & DBS. 5-42 and S. 3-42 O.G.

Fee (per Section 29)£ 9 : 3 : 4

Damage or Repair Fee (if any)DBS £ 2 : 0 : 0

ing expenses (if chargeable)£

FRI. 22 MAY 1942

Committee's Minute

igned + dmb 5.42

DBS 5.42

+ N.E. 5.42

Fees applied for6 MAY 1942

Received by me,

19

J. Mitchell & Partners

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1071-0026



It is submitted that  
this vessel is eligible for  
THE RECORD. *Ed*

Value 542 ~~542~~

+NE 542 / 342

Yes, that  
It is concluded that all the  
Groups were examined  
but confirmation is  
required.

99  
19/5/42

*Deposited in the office of the Clerk of the Court at New York*

002 500

M. Acelivity.

3rd pump opened out and examined. Oil fuel burning with examined  
a little more. \$41-2-11  
Electric installation examined and megger tested and tried under working  
conditions.  
Boiler pipes examined throughout with its safety valves, doors and manholes.  
Steam is no longer available down and bottom of boiler was examined through  
the port hole mud holes with the aid of electric lights and found in order.  
Boiler examined under steam and the safety valves adjusted under steam  
to 180 lbs.  
Main steam pipes examined at neck of flange when under steam and  
checked in order. \$41-2-11  
On completion of installing main auxiliary engines, the machinery was  
tried under full working conditions with satisfactory results.

tried under four circumstances  
 1st 1000  
 2nd 1000  
 3rd 1000  
 4th 1000

542 542  
542  
the

Lloyd's Register  
Foundation