

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

(Received at London Office 6 MAY 1942)

Date of writing Report 5th May 1942 When handed in at Local Office 6 MAY 1942 Port of LONDON

No. in Reg. Book 18668 Survey held at LONDON Date. First Survey 4th Feb Last Survey 1st May 1942 (No. of Visits 10)

Tonnage Gross 389 Net 144 Vessel built at Greenock By whom G. Brown & Co Engines made at Newbury By whom Newbury Diesel Co. Ltd. (Donkey) 1931 Boilers, when made (Main) Owners J.J. Everard & Son, Ltd. Managers If Surveyed Afloat or in Dry Dock Greenhide (State name of Dock.)

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

Particulars of Examination and Repairs (if any) LMC 1 T.S. 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.

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?

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?

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? 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?

Has the shaft now been changed? If so, state reasons. Has the shaft now been fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the date of examination of Screw Shaft. State the distance between lignum vite 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 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Remarks: See London Report 4620110310 and Report 9, 110310 for main and auxiliary engines. Windows: Sea connections and their outside fastenings examined. Propeller shaft drawn, examined & found slightly sanded and now skinned up with C.I. stern bush fitted and oil gland refitted.

Oil 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 H.S. H.M.C. 24-8-41. Pumping arrangements opened up, examined & tested. Oil 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 C.S.S. 84.)

is in good & safe working condition and is eligible in my opinion remain as classed with fresh record of LMC 5-42, 9 DBS. 5-42 and S. 3-42 O.G.

Fee (per Section 29) £ 9 : 3 : 4 Fees applied for 6 MAY 1942 Damage or Repair Fee (if any) DBS £ 2 : 0 : 0 Received by me, 19

Printing expenses (if chargeable) £ : : : FRI. 22 MAY 1942 Certificate written

Committee's Minute signed + dmb 5.42 DBS 5.42 + N.E. 5.42

Signature: J. Mitchell, Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation W1071-0020

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

