

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

(Received at London Office 29 SEP 1941)

Date of writing Report 26 September 1941 When handed in at Local Office 26 September 1941 Port of London
 No. in Reg. Book 21219 Survey held at London Date. First Survey 28 August Last Survey 15 September 1941
 on the Machinery of the Steel 1/2 CASPIA (No. of Visits four)
 Tonnage { Gross 6018 Vessel built at Newcastle By whom Armstrong Whitworth Ltd Year. Month. 1928. 8
 Net 3720 Engines made at Newcastle By whom Wallsend Slipway Ltd When 1928
 Nominal Horse Power 533 Boilers, when made (Main) 1928 (Donkey) 1928
 No. of Main Boilers 3 SE Owners Overseas Oil & Transport Ltd Owners' Address London
 No. of Donkey Boilers 1 Managers London (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Surveyed Afloat Royal Albert Dock Voyage London
 in Donkey Boilers 120 lbs (State name of Dock.)

Last Report No. 41293 Port N.Y.K.

Particulars of Examination and Repairs (if any) Mach. Rprs

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

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? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

If this was not done, state for what reasons B.S. partly held. Boilers not prepared for survey. See Lon Rpt No 109583

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

Also 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 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? no 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 shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been 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 Shaft ✓ State 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.

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? ✓

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

It was stated that the vessel had put back from Southend on account of the dynamo used for degaussing being porous on the underside of steam cylinder. How done - After removal from vessel examined dynamo cylinder on underside and found same had been previously repaired by a screwed plug. A new dynamo has now been fitted with the following particulars:-

Makers: W.H. Allan, Bedford. Kw. 15. Volts. 110. Amps. 136. R.p.m. 500. Year. 1941. Class. 63°F. Engine. Dripproof. Winding: Compound & interpole. Period. Continuous. No 1/94757/9.

The new dynamo was examined under working conditions and found satisfactory

NOTE: It was stated that the BS, MS (see A.R. list) had been advanced at New York in July 1941.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good and

(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. 54.)

efficient condition and eligible in my opinion to remain as classed without fresh record of survey subject to the L.P. after crank journal and web being examined before the end of June 1941. BS & MS partly held (see A.R. list)

Survey Fee (per Section 29) £ : : Fees applied for 20 SEP 1941
 Special Repair Fee (if any) £ 3 3 0
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute FRI. 10 OCT 1941

signed Deferred



W 1125-0002

Supplies changed.

541 parts held 541
840 " " 540

Advanced at N.Y. in 741
action at deferred

St. 41

Journal

Handwritten notes in a column, possibly a ledger or account book, with various entries and numbers.

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