

Report of Survey for Repairs, &c., of Engines and Boilers.

Date of writing Report June 4th 1940 When handed in at Local Office June 4th 1940 Port of LONDON
No. in Reg. Book 31825 Survey held at LONDON Date, First Survey May 20th Last Survey June 3rd 1940
on the Machinery of the Wood, Iron or Steel M.V. PORT GISBOENE
Tonnage Gross 10144 Net 6355 Vessel built at Newcastle By whom Swan, Hunter & Wigham Richardson When 1927 8
Engines made at Sunderland By whom W. Dobbie & Sons Ltd When 1927
Nominal Horse Power 1281 Boilers, when made (Main) (Donkey) 1927
No. of Main Boilers 2 Owners Port Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 2 Managers and Port London Voyage
Steam Pressure in Main Boilers 100 Surveyed Afloat or in Dry Dock R. Albert OK.
in Donkey Boilers 100

Last Report No. Port
Particulars of Examination and Repairs (if any) O.B.S. + Docking
(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.)
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?
" " Donkey " " " yes
If this was not done, state for what reasons?
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 Both boilers 24-5-40 Present condition of funnel Satisfactory
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 Boilers? yes To what pressure were they afterwards adjusted under steam? 100 lbs/sq in
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? yes
Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? yes
Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? yes
Has 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 P 3/2. S 3/2 F
Is electric light and/or power fitted yes
Engine parts, when referred to by numbers, should be counted from forward.
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

how done:- Vessel placed in dry dock, propellers and outside fastenings of sea connections examined and found in order.
Both Donkey Boilers examined throughout together with their safety valves doors and mountings all found in good condition. On completion safety valves adjusted under steam to rated pressure.

General Observations, Opinion, and Recommendation: The machinery of this vessel (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, R.S. 9.11, B.M.S. 9.11, L.M.C. 9.11, or *L.M.C. 140 lb., F.D., &c.)
as now seen is in good condition and eligible in our opinion to remain as now classed with fresh record of O.B.S. 6,40.

Survey Fee (per Section 29) O.B.S. £ 3 : 0 : 0 Fees applied for 1 JUN 1940
Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 22.2 June 1940
Travelling expenses (if chargeable) £ 19
Committee's Minute FRI 21 JUN 1940
Assigned Deferred
Lloyd's Register Foundation