

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

(Received at London Office)

28 MAY 1940

Date of writing Report 18<sup>th</sup> May 1940 When handed in at Local Office 18<sup>th</sup> May 1940 Port of LONDON.

No. in Survey held at LONDON. Date, First Survey and Last Survey 14<sup>th</sup> May 1940 (No. of Visits one.)

12496 on the Machinery of the Wood, Iron or Steel SS. ROBERT. Year. Month. When 1924.

Gross 1272 Vessel built at Kiel. By whom Hawallt's works When 1924.  
Net 715. Engines made at Kiel By whom -do- When 1924

Nominal Horse Power 95. Boilers, when made (Main) - (Donkey) -  
No. of Main Boilers ✓ Owners D/S A/S Progress Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers ✓ Managers M. Nielsen & Son. Port Copenhagen Voyage -

Team Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Royal Albert dry dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ Last Report No. Port

Particulars of Examination and Repairs (if any) Docking.

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 summarized 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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 ✓

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 all the mountings 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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 3/32

Is electric light and/or power fitted ✓

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 Docking completed.

How done: Vessel placed in dry dock. Propeller and outside fittings of sea connection examined. all found in efficient condition.

General Observations, Opinion, and Recommendation: For the information of the

(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, E.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
Committee.

Survey Fee (per Section 29)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£	:	:	19
Travelling expenses (if chargeable)	£	:	:	Received by me,
				19

Committee's Minute See report on hull

Assigned

F. H. Sutcliffe.  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

W 115-0017

