

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

(Received at London Office 19 AUG 1942)

Date of writing Report July 21, 1942. When handed in at Local Office July 21, 1942 Port of Newport News, Va.

No. in Survey held at Norfolk, Va. Date, First Survey and Last Survey July 18, 1942 (No. of Visits 1)

on the Machinery of the ~~Woodstock~~ Steel M/V "DONAX" Year. Month. 1938 7.

Gross tonnage 8036 Vessel built at Glasgow. By whom Harland & Wolff, Ltd. When 1938 - 7.  
Net tonnage 4760. Engines made at Glasgow. By whom Harland & Wolff, Ltd. (Donkey) 1938 - 7.

Nominal Horse Power 502. Boilers, when made (Main) Owners Anglo-Saxon Petroleum Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Main Boilers 1. Managers London. Voyage

No. of Donkey Boilers 1. If Surveyed Afloat ~~on Dry Dock~~ Yes Anchorage, Hampton Roads, (State name of Dock.)  
Steam Pressure in Main Boilers 180. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 24733 Port BRY.

## Particulars of Examination and Repairs (if any) Repairs.

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.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.S., if any)
*100-A-1 3.42		*IMC. 7.38 DBS. 3.41 T.S. (CL) 3.42
Carrying Pet. in bulk		

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?

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 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 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. 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.

Attended at the Moon Engineering Works at Norfolk, Va., at the request of the Owner's Representative, and examined two piston cooling water pipes.

These pipes were worn thin and holed, also one was broken when being removed from ship. Recommended that patches be brazed over holed parts. Broken element brazed at two points and the flange kept in proper alignment with other machined surfaces. Both elements tested to 25 Lbs. pressure.

Spare cooling pipe fitted and repaired elements being carried as spares.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen, is in safe working condition, eligible in my opinion to remain as classed without fresh record of survey.

(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.S.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

\*L.M.C. CS 3,34.

seen, is in safe working condition, eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 22/7/ 1942.

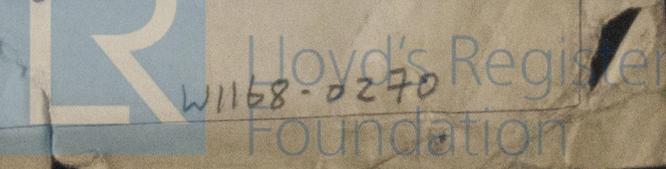
Special Damage Repair Fee (if any) \$15.00 : Received by me, 19

(per Section 29.) Travelling expenses (if chargeable) \$2.00 : 19

Committee's Minute NEW YORK JUL 29 1942

Assigned As now subject H.

Eng. E. L. ...  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Noted.

L.H.

24/8/62.



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Foundation