pt. 9.

No. 104274

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

(Received at London Office 8 APR 1937)

ate of writing Report April 3rd 1937 When handed in at Local Office April 3rd 1937 Port of LONDON.

o. in Book. Survey held at GRAVESEND. Date, First Survey 30th March Last Survey 31st March 1937 (No. of Visits TWO)

219 on the Machinery of the ~~Wood, Iron or~~ Steel S.M.V. "ARTHURTOWN"

nage { Gross 527 / Net 263

ominal se Power { –

of Main Boilers –

of Donkey Boilers –

m Pressure— Main Boilers –

Donkey Boilers –

Vessel built at Deest. By whom M.V. Schpsw. Gebr. van der Werf When 1936.

Engines made at Mannheim. By whom Masch Werke Mannheim A.G. When 1936

Boilers. when made (Main) – (Donkey) –

Owners A. Simpson. Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers Comben Longstaff & Co. Ld. Port London. Voyage Holland.

If Surveyed Afloat or ~~in Dry Dock~~ Gravesend. (State name of Dock.)

st Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1		
(Class contemplated)		
		Oil Engines

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

rticulars of Examination and Repairs (if any) Collision Damage

iodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the ese of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on ount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the tes and initials of any letters respecting this case.

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 Yes. Not required

as a damage report made by anyone else? If so, by whom? Yes. Mr Savage.

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? –

" " Donkey " " " –

his was not done, state for what reasons? –

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

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? –

e latest date of internal examination of each boiler – Present condition of funnel(s) Good.

the Surveyor examine the Safety Valves of the Main Boiler? – To what pressure were they afterwards adjusted under steam? –

the Surveyor examine the Safety Valves of Donkey Boiler? – To what pressure were they afterwards adjusted under steam? –

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? –, and of the Donkey Boilers? –

the Surveyor examine the drain plugs of the Main Boilers? –, and of the Donkey Boiler? –

the Surveyor examine all the mountings of the Main Boilers? –, and of the Donkey Boiler? –

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? –

shaft now been changed? – If so, state reasons

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? –

e date of examination of Screw Shaft – State the distance between lignum vitæ 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? –

e Survey is not complete, state what arrangements have been made for its completion and what remains to be done Survey complete.

It is stated that this vessel sustained damage through collision with an unknown vessel in the River Thames off Erith on March, 29th 1937.

Now done:- Bilge discharge shipside valve flange fractured, now renewed.

eneral Observations, Opinion, and Recommendation:— The machinery of this

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

vessel is in good condition.

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

ey Fee *(per Section 29)*	£ : :	Fees applied for 19
ial Damage or Repair Fee (if any) *(per Section 29.)*	£ : ✓	Received by me, 19
elling expenses (if chargeable)	£ :	

Arthur W. Oxford.
Engineer Surveyor to Lloyd's Register of Shipping.

mmittee's Minute FRI 9 APR 1937

ssigned See minute on F.E. rpt

W1076-0213

A ship's side valve chest renewed (collision damage)

It is submitted that this vessel is eligible to remain as CLASSED.

DM
9/4/27