

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

(Received at London Office)

8 APR 1937

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

Survey held at GRAVESEND Date, First Survey 30th March Last Survey 31st March 1937

219 on the Machinery of the Wood, Iron or Steel S.M.V. ARTHURTOWN (No. of Visits Two)

Age } Gross 524
 Net 263 Vessel built at Deest By whom N.V. Schipw. Jelt. vander Werf when 1936
 Engines made at Mannheim By whom Mlin Werke Mannheim when 1936
 Boilers when made (Main) (Donkey)
 Owners A. Simpson Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Gouber Longstaff & Co. Port London Voyage Stolland
 If Surveyed Afloat or in Dry Dock Gravesend (State name of Dock.)

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1		
(Glass contemplated)		
		Oil Engines

Particulars of Examination and Repairs (if any) Collision Damage

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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

Was a damage report made by anyone else? If so, by whom? Yes at Salvage

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? -

Where this 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? -

What is the latest date of internal examination of each boiler? - Present condition of funnel(s) Good

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has the 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 the 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? ✓

What is the 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 the 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 slip side valve flange fractured, now renewed.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel is in good condition.

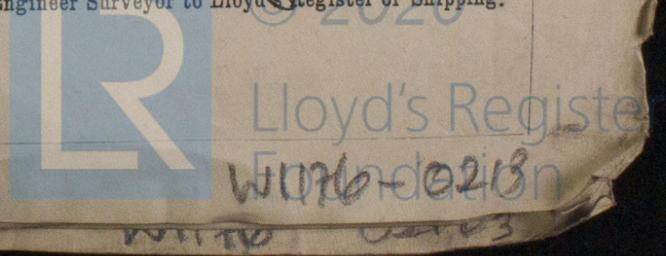
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

	£	
Survey Fee (per Section 29)		Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)		
Printing expenses (if chargeable)		

Received by me, Arthur W. Oxford
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 9 APR 1937

Assigned See minute on F.15 rpt



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

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

RECEIVED FOR THE OFFICE OF THE SURVEYOR GENERAL

RECEIVED

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

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

[Signature]
9/4/37

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