

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

(Received at London Office)

JUN 19 1940

Survey Report... When handed in at Local Office 17 JUN 1940 19... Port of HULL
Survey held at Goole Date, First Survey 17.5.40 Last Survey 11.6.1940
on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "ALDERNEY QUEEN" (No. of Visits 6)

Vessel built at Luth By whom Henry Robb, Ltd. When 1936-11
Engines made at Glasgow By whom British Auxiliary Steels When 1936-11
Boilers, when made (Main) (Donkey)
Owners British Channel Islands Shipping Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers (if not already recorded in Appendix to Register Book.) Port London Voyage (if not already recorded in Appendix to Register Book.)
Surveyed at Goole No 2 Dry Dock in Dry Dock Goole No 2 Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned for the next survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u> <u>10,39</u>	<input checked="" type="checkbox"/>	<u>LMC 11,36</u> <u>Ts(09) 10,39</u>
<u>Large bottom not fitted.</u>		<u>OIL ENGINE.</u>

Port No. Port
Particulars of Examination and Repairs (if any) LME(CS)
When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.
Where the Surveyor has not made a special damage report he is required to state whether he has examined the machinery, and why they were declined.
If a report made by anyone else? If so, by whom?
If personally go inside each Main Boiler separately and make a thorough examination at this time?

Done, state for what reasons? NO BOILER FITTED.
If the Boilers could not be thus thoroughly examined?
If means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?
If of internal examination of each boiler? Present condition of funnel Efficient
If examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
If examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
If examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
If examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
If examine all the mountings of the Main Boilers? and of the Donkey Boilers?
If 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?
If been changed? If so, state reasons.
If 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?
If examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.
If parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted?
If Surveyor examine the generators, motors, switchgear, cables and fuses?
If resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey the engine main bearings Nos 1, 6, & 7, the main Air Receiver, the main air compressor, Oil Storage Tanks, the Daily Supply Tanks, the General Service pump, the bilge pump, and the whole of the Electrical Survey require to be examined. The Surveyor states that the survey will be advanced at the first convenient opportunity.

Done: The following parts opened up, cleaned & examined, found or placed in good order:-
Main engine, Nos 1 & 6 Cams, valves & gear, pistons, rings, liners, top & bottom end bearings & crank pins.
Main compressor complete. Scavenging pump complete including crank pins.

Observations, Opinion, and Recommendation:-
If any 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 C. 140 lb., F.D., &c.)
Machinery of this vessel, so far as now seen, is in an efficient condition, & eligible, in my opinion, to remain as classed, with a record of LMC, CS, with date on completion.

Section 29) CS £ 3.15:- Fees applied for
or Repair Fee (if any) £ : :
Section 29.)
cesses (if chargeable) £ : :
Received by me, £ : :
19

M. J. ...
Engineer Surveyor to Lloyd's Register of Shipping.

tee's Minute FRI. 28 JUN 1940
As now

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

BE EXAMINED CONTINUOUS SURVEY

M.V. "ALDERNEY QUEEN"

Intermediate shaft & bearing.

30KW 5 Cyl engine complete.

5KW 1 Cyl engine complete.

Port Outboard starting air receiver

Pumping arrangements

Vessel in dry dock, propeller, sternbrake, & outside fastenings examined & found satisfactory.

The owner proposes to install an additional 5KW 1 cylinder generator for degaussing purposes, but owing to inability to obtain delivery the machine has not been fitted at this time. The seating has been built & examined & found satisfactory.

Repairs to Owner's Acc:-

5 cyl generator:- 5 liners, 5 pistons with rings,
5 bottom end bearings, and 5 gudgeon
pins removed.

1 cyl generator:- 1 liner removed.

W. Sturrock

As advised.

Dynamo lines repaired.

It is submitted that
this vessel is eligible to
remain as (L.S.P. No. 11).

Res dt. 17/40

It is concluded that the survey
included the crank shaft &
air coolers of the main engine
compressor, the crank journals
of the main scavenging pump
& the compressor (with its
shaft & air cooler) attached
to the 30 KN Dynamo
engine but that should
be confirmed.

[Signature]

20/6/40.