

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

(Received at London Office

NOV 29 1939

Date of writing Report 10<sup>th</sup> Nov. 1939, When handed in at Local Office 10<sup>th</sup> Nov. 1939 Port of **CARDIFF**

No. in Reg. Book. Survey held at **CARDIFF** Date, First Survey 2<sup>nd</sup> Nov. Last Survey 9<sup>th</sup> Nov. 1939 (No. of Visits 5)

19713 on the Machinery of the ~~Wood Iron or Steel~~ S.S. "ANGLO SAXON"

Tonnage { Gross 5596 Vessel built at **Zunderland** By whom **Shaw Bros & Co.** When 1929-8  
Net 3401

Nominal Horse Power 453 Boilers, when made (Main) 1929 (Donkey) 1929

No. of Main Boilers 3 Owners **Morgan & Pugh S.S. & Co.** Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1 Managers **Lawther & Co. S.S. & Co.** Port **London** Voyage

Steam Pressure in Main Boilers 220 lb If Surveyed **Special** in Dry Dock **Manti Street D.D.** (State name of Dock.)

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

CHARACTER. of Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or not assigned or varied.	Machinery and Boiler Surveys (including date of N.B. if any).
BS 100 B1 with fuel tank 12, 28 208 lb. 12-28		MS 6, 28 BS 12, 28 CS 6, 28

Last Report No. Port Particulars of Examination and Repairs (if any) **D.D. - Cape BS**

(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 summarised 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? **M**

" " Donkey " " " " **Yes**

If this was not done, state for what reasons? **As made**

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 **D.D. 6/11/39** 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? **Yes** To what pressure were they afterwards adjusted under steam? **120 lb**

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?  and of the Donkey Boilers? **Yes**

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? **Yes**

Has screw shaft now been drawn and examined? **M** 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 **7/16**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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 **Complete**

**Notes done:** Vessel drydocked, pressure and outside fastenings of sea connections examined, and in order.

**Completion of BS** as per Bristol letter dated 1/11/39

Donkey Boiler examined thoroughly, found in good order and its safety valve adjusted under steam as above.

Main & aux. check valves removed. Found

First length of D.D. steam pipe, swelled slightly at neck. Pipe was removed, annealed & tested by hydro. pressure to show the joint satisfactory results.

**General Observations, Opinion, and Recommendation:** The Machinery of this vessel (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.)

as now seen, is in safe working order and eligible in my opinion to remain as classed, with fresh record of B.S. 10, 39 as previously recommended.

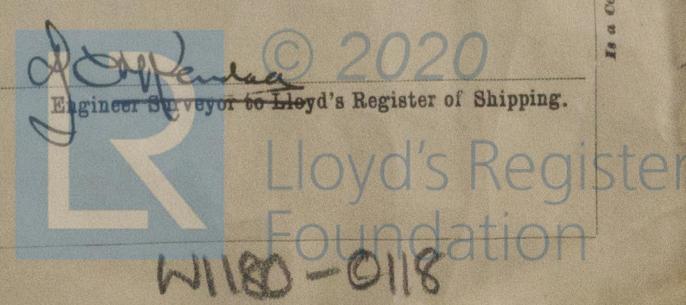
Survey Fee (per Section 28) **D.D.S.** £ 2 0 0 Fees applied for 28<sup>th</sup> Nov. 1939

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute **FRI. 16 DEC 1939**

Assigned **BS 10.39**



If so, is the Report sent now, or when will it be sent?

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

No. due 12. 39 Completed

It is submitted that  
this vessel is eligible for  
THE RECORD.

~~MS~~ 10. 39

Ann

13. 12. 39



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