

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

DEC 12 1940

Date of writing Report

When handed in at Local Office

4 DEC 1940

Port of

LIVERPOOL

No. in  
Reg. Book

Survey held at

LIVERPOOL

Date, First Survey

16/11/40

Last Survey

29/11/1940

(No. of Visits)

2

10025

on the Machinery of the ~~Wood, Iron or Steel~~

ARTHUR F CORWIN

Tonnage { Gross  
Net

10516

477

Vessel built at

HAMBURG

By whom

BLDHM &amp; VOSS K&amp;A

When

1938 8

Nominal  
Horse Power

912

Engines made at

A. G. KIEL

By whom

FR. KRUPP, GERMANIAWFL

When

"

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

1938

No. of Donkey Boilers

3

Steam Pressure  
in Main Boilers

150 LB

Owners

ORIENTAL TRADING &amp; TRANSPORT CO. LTD

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

LONDON

Voyage

In Donkey Boilers

(4) 200 (2)

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

DINGLE OIL JETT. &amp; RIVER MERSEY.

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.Year  
last  
surveyedMachinery and Boiler  
Surveys  
(including date of N.B., if any).

H100A1 340.

HLMC 8,38

Carrying Pet. in Bulk.

TS. CL 3,40.

OIL ENGINES.

Last Report No. 108470 Port Lon

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.)

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?

" " Donkey " "

If this was not done, state for what reasons

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)

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

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 shaft now been changed? If so, state reasons

Has it a 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 fitted been previously used?

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.

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

NOW DONE:

ON EXAMINATION OF LOWER JACKET CIRCULATING WATER COOLER,

A CRACK WAS FOUND IN WAY OF LOWER WATER PASSAGE.

THE CRACKED PORTION WAS DRAWN TOGETHER WITH THROUGH BOLTS & A CEMENT BOX BUILT ROUND IT, TRIED UNDER WORKING CONDITIONS & FOUND SATISFACTORY.

OWNERS SUP. STATES THAT A NEW COOLER BODY, WILL BE FITTED ON VESSEL'S ARRIVAL AT NEW YORK WHERE SHE IS NOW BOUND.

## 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, R.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or CS 2,34,

WHERE NOW SEEN IS IN SAFE WORKING CONDITION & ELIGIBLE IN MY OPINION TO REMAIN AS CLASSED, WITHOUT FRESH RECORD OF SURVEY.

Survey Fee (per Section 20) £ :

Special Damage or Repair Fee (if any) £ 3 3 :

(per Section 20.)

Travelling expenses (if chargeable) £ :

Fees applied for

- 6 DEC 1940

Received by me,

19.

Committee's Minute

Assigned As now

LIVERPOOL

10 DEC 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W180-0131

Notes  
 From  
 13.12.40

12/12/40

33

THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK

THE MACHINERY OF THE NEW YORK

THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK  
 THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK  
 THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK

12/12/40

THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK

THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK

THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK

THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK

THE MACHINERY OF THE NEW YORK WHERE THE NEW YORK

