

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

(Received at London Office)

DEC 12 1940

Date of writing Report 19 _____ When handed in at Local Office 4 DEC 1940 Port of LIVERPOOL

No. in Reg. Book 10025 Survey held at LIVERPOOL Date First Survey 16/11/40 Last Survey 29/11/1940 (No. of Visits 2)

on the Machinery of the ~~Wood Iron~~ Steel ARTHUR F CORWIN

Tonnage { Gross 10516 Vessel built at HAMBURG By whom BLDHM & VOSS K&A. When 1938 8.
Net 4777

Nominal Horse Power 912 Engines made at A. & KIEL By whom FR. KRUPP. GERMANIAWFL. When "

No. of Main Boilers 3 Boilers, when made (Main) (Donkey) 1938

No. of Donkey Boilers 3 Owners ORIENTAL TRADING & TRANSPORT CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 200 Managers H. J. RAHLVES Port LONDON. Voyage

in Donkey Boilers 200 (2) If Surveyed Afloat or in Dry Dock DINGLE OIL JETT. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) & RIVER MERSEY.

Last Report No. 108470 Port Lon

Particulars of Examination and Repairs (if any) REPAIRS.

(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?

" " 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 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

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 FIELD OF SURVEY.

Survey Fee (per Section 20) £ : :
Special Damage or Repair Fee (if any) (per Section 20.) £ 3 3 :
Travelling expenses (if chargeable) £ : :

Fees applied for - 6 DEC 1940
Received by me, 19.

LIVERPOOL

10 DEC 1940

Committee's Minute

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W180-0131

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

