

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

(Received at London Office)

Date of writing Report *14th Sept. 1942* When handed in at Local Office *14th Sept. 1942* Port of *Cardiff*

No. in Reg. Book *84998* Survey held at *Cardiff* Date First Survey *20 Aug.* Last Survey *27 Aug. 1942*
(No. of Visits *2*)

Tonnage Gross *5489* Net *3445* Vessel built at *A. Glasgow* By whom *Russell Roy* When *1910 2*
Engines made at *Goucester* By whom *Paulin & Blackmore* When *1910 2*

Nominal Horse Power *538* Boilers, when made (Main) *1910* (Donkey)

No. of Main Boilers *2* Owners *H. Schoffars & Co. Ltd. "Wolfgang"* Owners' Address *St. Andrew's*
(if not already reported in Appendix to Register Book.)

No. of Donkey Boilers *1* Managers *E. H. Speerhoff* Port *Rotterdam* Voyage *Amsterdam*

Steam Pressure in Main Boilers *180* Surveyed Afloat or in Dry Dock *Roach Dock*
(State name of Dock.)

in Donkey Boilers

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 now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<i>+100A1 Span DK. 442</i>		<i>+LMC 939</i>
<i>SS Ret 2nd class 435</i>		<i>BS 142</i>
<i>SS Ret 401 140</i>		<i>TS (cc) 1941</i>
<i>Cargo battens not fitted</i>		

Last Report No. *110549* Port *LON.*

Particulars of Examination and Repairs (if any)

(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 *Boilers not due for survey*

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)

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 *yes*

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *yes*

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *yes*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Survey complete.*

How done: At request of Agent Representative examined electrical installation on which defects were reported. No 1 dynamo & engine examined, all circuits megger tested, 3 defective circuits on main board, 1 circuit on engine room accommodation, and 2 navigation circuits repaired. The whole of the installation tested upon completion of repairs & found in order. The No 1 dynamo tested under light and loaded conditions found satisfactory.

Other repairs effected as per invoice to F/1/134

General Observations, Opinion, and Recommendation:— *The machinery of this vessel is in an excellent state and it is suggested that no alteration 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 CS 334.*

is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 20) £ : : Fees applied for *14th Sept. 1942*

Special Damage or Repair Fee (if any) £ *2 : 2 : 0* (per Section 20.)

Travelling expenses (if chargeable) £

Received by me, *[Signature]* 19*42*

Committee's Minute *As now*

Assigned *[Signature]*

1942

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register Foundation

W137-00 24

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

The electrical insulation has been
thoroughly tested

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Yours
23.9.42

