

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

(Received at London Office 18 NOV 1942)

Date of writing Report 12<sup>th</sup> October 1942. When handed in at Local Office 19 Port of CAPE TOWN.

Ref. No. in Reg. Book 20482. Survey held at CAPE TOWN. Date, First Survey 13<sup>th</sup> August Last Survey 29<sup>th</sup> September 1942. (No. of Visits 7.)

on the Machinery of the ~~Wood, Iron or Steel~~ TWIN SC. M.V. "BORINGIA"

Tonnage Gross 5821. Net 3608. Vessel built at Copenhagen By whom Ahl. Burmeister & Wain Year 1930 Month 4. Engines made at ~~do~~ By whom ~~do~~ When 1930.

Boilers, when made (Main) ✓ (Donkey) 1930. Owners Ministry of War Transport. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers United Baltic Corporation Ltd. Port Glasgow. Voyage United Kingdom

If Surveyed Afloat ~~in Dry Dock~~ yes. (State Name of Dock.)

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

Particulars of Examination and Repairs (if any) Part L.M.C.C.S. and D.B.S.

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.

Where 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes.

If this was not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

What is the latest date of internal examination of each boiler? 26/9/42. 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? 90 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 a 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 a 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? ✓

What is the 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? ✓

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. Continuous Survey.

The Donkey Boiler was examined internally and externally with its mountings and found in good condition. The Safety Valves were adjusted, under steam, to the above pressure. The following parts of the Machinery were examined and found in good condition.

- PORT MAIN ENGINE - : Nos. 2, 3, 4 and 5 cylinder covers, valves and valve gear, liners, pistons and rods; crosshead pins, bearings and bolts; guides and guide shoes.
- Nos. 3, 4 and 6 crank shaft pins, bearings and bolts.
- Nos. 1, 2, 4, 5, 8 and 9 Main bearings and journals P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is

(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, etc.; 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., etc.)

is, in my opinion, to remain as classed with fresh record of D.B.S.

CS 3,34. 42 and + L.M.C.C.S. with date when the survey has been completed in accordance with the Rules.

Fee (per Section 29) L.M.C.C.S. £ 15. 15. 0 D.B.S.

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) £ 0. 0. 0.

Committee's Minute

Assigned

Signature: T.H. Noël, 19. 4 DEC 1942

Signature: [Handwritten]

Signature: [Handwritten]

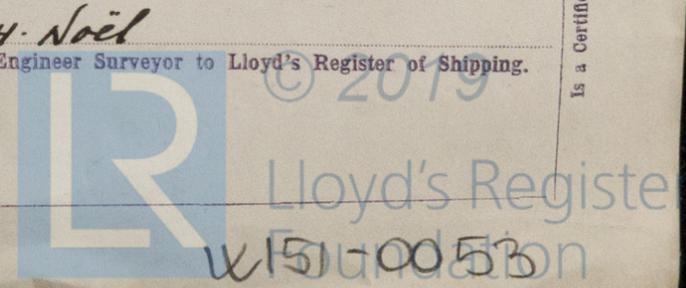
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Signature: [Handwritten]

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)
+ 100 A1 with fld. 12, 41 L.M.C. S.S. CPN. N <sup>o</sup> 2 - 38.		+ L.M.C. (C.S.) 12, 38 6, 38. D.B.S. 3, 41. P. 8, 39 } CL S.N. 8, 39 } CL

Oil Engines Continuous Survey

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to



STARBOARD MAIN ENGINE -:

Nos. 1, 2, 4 and 6 cylinder covers, valves and valve gear, liners, pistons and rods; crosshead pins, bearings and bolts, guides and guide shoes.  
Nos 1, 4 and 6 crank shaft pins, bearings and bolts.  
Nos 1, 2, 3 and 5 main bearings and journals  
Thrust collars and shoes; thrust bearings and journals  
Working and reserve blast air bottles complete with mountings for starboard main engine.

Starboard Auxiliary Motor.

Nº 3 cylinder cover, liner, piston and rod; gudgeon pin and brasses, connecting rod; Nº 3 crank shaft pin, bearings and bolts. H.P. M.P. and L.P. compressor cylinders, valves, pistons, gudgeon pin and brasses, connecting rod, crank shaft pin, bearing and bolts.

Inter-coolers complete.  
Blast air bottle complete with mountings.  
Gasket cooling circulating pump for auxiliaries complete.  
(Impeller shaft renewed.)

T. H. Noël

DBS am 3.42 am Lulu.  
SS No. 3 am 4.42. CS advanced.  
It is submitted that  
this vessel is eligible for  
THE RECORD. DBS 9.42.

T.H.  
1/12/42.