

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

(Received at London Office)

FEB -3 1941

Date of writing Report

16 Dec 40

When handed in at Local Office

16 Dec 40

Port of

Philadelphia

No. in

Survey held at

Philadelphia

Date, First Survey

12 Dec

Last Survey

14 Dec

1940

Reg. Book

75694

on the Machinery of the Wood, Iron or Steel

S S HELENA MARGARITA

(No. of Visits)

3

Tonnage

Gross 3316

Net 2063

Vessel built at

Capelle Belgium

By whom

A. Knigh 27m Cap. A/D

When

1915

3

Nominal

Horse Power

240

Engines made at

South Shields

By whom

G. J. Grey

When

"

"

No. of Main Boilers

2

Boilers, when made (Main)

1915

3

By whom

Donkey

When

"

"

No. of Donkey Boilers

2

Steam Pressure

in Main Boilers

180

Owners

Eugene Shipping Co Ltd

Owners' Address

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

Port London

Voyage

No. of Donkey Boilers

Steam Pressure

in Main Boilers

180

in Donkey Boilers

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

fix 14 Port Richmond

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

CHARACTER.  
\* for Special Survey  
Date of last Survey and of  
Periodical Surveys.Years  
elapsed  
since  
last  
survey.Machinery and Boiler  
Surveys  
(including date of N.B., if any).+110A1 1039  
SF 103 7-28  
SS 102 37+LMCNS 837  
BS 7 10.40  
CL 7 10.40

(N) 10.40

Cargo boilers  
not fitted

Last Report No.

98540 Port Nwc

Particulars of Examination and Repairs (if any) Repairs to steam pipe

(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)

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 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?

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

Now done. Steam pipe (main) fractured for about 1 1/2" on the inside radius of a bend.

Now repaired by Veeing out fracture &amp; welding same. Reinforcing pad also welded on fracture &amp; pipe annealed, tested pipe to 360 lb &amp; found same satisfactory.

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, &amp;c.; thus, for example, R.S. 9.11, R.&amp;M.S. 9.11, &amp; L.M.C. 9.11, or L.M.C. 140 lb., E.D., &amp;c.)

eligible in my opinion to remain as classed, without fresh record of survey.

Survey Fee (per Section 29)

\$25 00

Special Damage or Repair Fee (if any)

(per Section 29.)

Travelling expenses (if chargeable)

\$2 50

Fees applied for

18 Dec 1940

Received by me,

19

Committee's Minute

NEW YORK JAN 2 - 1941

Assigned

Deferred for S. S. 2<sup>nd</sup> NO. 3 and B. S.

Deferred

(100 lb)

10-40 Nwc



Noted

10 June 740

GA

7/8/41



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Foundation