

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

(Received at London Office APR - 7 - 1941)

Date of writing Report *4th Apl. 1941* When handed in at Local Office *4th Apl. 1941* Port of *GARDIN*

No. in Survey held at *Cardiff* Date. First Survey *18th Mar.* Last Survey *20th Mar. 1941*
eg. Book. *2636* on the Machinery of the *Wood, Iron or Steel T.S.S. Coums* (No. of Visits *2*)

Tonnage { Gross *8132* Vessel built at *Belfast* By whom *Workman Clark (1928) Ltd* When *1931-12*
Net *4775* Engines made at *Newcastle* By whom *N.E. Marine Eng Co Ltd* When *1931*
Nominal Horse Power *714* Boilers, when made (Main) (Donkey) *1931*
No. of Main Boilers *2* Owners *Anglo-Saxon Petroleum Co Ltd* Owners' Address *(if not already recorded in Appendix to Register Book.)*
No. of Donkey Boilers *2* Managers *Port London* Voyage *London*
Steam Pressure in Main Boilers *150 lbs* If Surveyed *At or in Dry Dock* *Maintenance Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. *150 lbs* Port *London*

Particulars of Examination and Repairs (if any) *Docking Days 100 A1*
10-40 *LMC CS 10-40*
SS by No 2-40 *DBS 10-40*
TSCLP 8-38
S 11-39

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.

Has a damage report been made for this purpose, and why they were declined? *yes Copy attached*

Was a damage report made by anyone else? If so, by whom? *yes Copy attached*

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?

If this was not done, state for what reasons *DBS not due*

And what parts of the Boilers could not be thus thoroughly examined? *None*

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? *None*

State latest date of internal examination of each boiler. Present condition of funnel *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? *yes* Is it fitted with continuous liner? *yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? *yes* If so, state reasons *Liner badly worn scored*

Has the shaft now fitted been previously used? *No* Has it a continuous liner? *yes* 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 *PRS 20-3-41* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. *Close*

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?

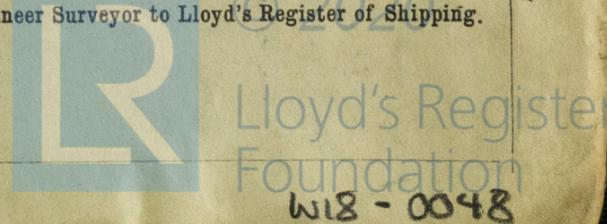
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Continuous Survey*

Damage stated *Damage stated to have been caused by vessels propellers working in Sandy water at Trinidad on the 2nd + 10th December 1940 and at Port Louis on the 29th December 1940 vessel in dredged channel.*
Now done Vessel placed in dry dock, propellers, stern bushes and sea connection fastenings examined. Port + starboard propeller shafts drawn in, examined found liners badly worn scored. Spare propeller shafts now fitted + stern bushes renewed. Marks on shafts now fitted. P. No 1641 31-S-38 10 FC S. No 4225 13-A-31 J.K.W. The shafts now renewed have been machined. (Thickness of liner now 9/16")
These shafts have been placed on board as spare.
Intermediate shafts and bearings examined, Auxiliary Condenser tested.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel is eligible in my opinion to remain as classed and I have recommended +LMC CS (with date) when the survey is completed, and notation of T.S.(N) CL 3-41.

Survey Fee (per Section 29) £ : : Fees applied for *4th Apl. 1941*
Special Damage or Repair Fee (if any) £ *4:40* Received by me, *Hannish W.G. Paton*
Travelling expenses (if chargeable) £ : :
Assigned *As now* Engineer Surveyor to Lloyd's Register of Shipping.

Secure Case WED 16 APR 1941
Committee's Minute
Assigned *As now*



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

Is a Certificate required? If so, to be sent to

ON BOARD CONTINUOUS SURVEY

Damage, due to working in Sandy, waters
Both Screw shaft lines worn Shafts renewed
C.B. advanced

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

Both. S. N. 3. 41

HR
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