

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

(Received at London Office)

20 JUN 1941

Date of writing Report 19/6/41 When handed in at Local Office 19/6/41 Port of Report

No. in Reg. Book. 80435 Survey held at Report Date, First Survey 14<sup>th</sup> June 1941 Last Survey 14<sup>th</sup> June 1941 (No. of Visits 1)

Tonnage } Gross 10948 Vessel built at Venezuela By whom Brent Vulkan When 1918  
 Net 6745 Engines made at - do - By whom - do - When 1918

Nominal Horse Power 1270 Boilers, when made (Main) 1918 (Donkey) -

No. of Main Boilers 5 Owners Federal Steam Nav. Co. Ltd. Owners' Address Port London Voyage -

No. of Donkey Boilers 1 Managers -

Steam Pressure in Main Boilers 199 lbs. If Surveyed Afloat or in Dry Dock Afloat (State name of Dock) London Dock

in Donkey Boilers -

Last Report No. 53912 Port OffParticulars of Examination and Repairs (if any) PART B.S.

(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?

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

*To complete the survey the safety valves of Port & Center of boilers require to be adjusted and steam stated that will be carried out in about four weeks time at a port abroad. (Now Done (See also Off. Rpt.)) :- Both forward boilers and the stoppered off boiler examined under steam and their safety valves adjusted to pressure stated above.*

*Oil fuel burning installation examined, tried under working conditions & found to order.*

## General Observations, Opinion, and Recommendation:—

(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, B.S. 9,11, E.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

*For as now seen, is in efficient condition & eligible in my opinion to remain so classed with record of B.S. 6,41 on completion of survey*

Survey Fee (per Section 29) £ : 19

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

Travelling expenses (if chargeable) £ : -

Fees applied for 19

Received by me, 19

Committee's Minute TUE. 1 JUL 1941Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W202-0279