

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

(Received at London Office

1 DEC 1941

Date of writing Report October 28<sup>th</sup> 1941 When handed in at Local Office St. John's, NFL. Port of St. John's, NFL.

No. in Survey held at St. John's, NFL. Date First Survey Oct. 7<sup>th</sup> Last Survey October 21<sup>st</sup> 1941

4370 on the Machinery of the Wood, Iron or Steel S.S. "Rose Achiaffino" (ex Nottm). (No. of Visits 2)

Gross 3349 Vessel built at Blyth By whom Blyth J.B. & S.D. Co. Ltd. When 1920-3

Net 2027 Engines made at Hastlepool By whom Richardson, Westgate & Co. Ltd. When 1920

Nominal Horse Power 368 Boilers, when made (Main) 1920 (Donkey) ☒

No. of Main Boilers 3 Owners Ministry of Shipping & Transport Owners' Address Cardiff

No. of Donkey Boilers 1 Managers Mark Whitwell & Son, Ltd. Port Cardiff Voyage United Kingdom

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers ☒

Last Report No. Port Particulars of Examination and Repairs (if any) Repairs

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.

On 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? No

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.

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

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

Wear & tear repairs effected while heavy weather damage repairs to hull were being carried out.

Steam pipe to Weir feed pump renewed. Exhaust pipe to main condensers repaired.

Starboard boiler gauge glass drain cock repaired. Electric wiring in engine room and stokehold repaired.

Main engine stop valve spindle nut renewed.

New arm fitted to hotwell float. New steam pipe fitted to circulating pump.

Tank suction pipe and gate valve in engine room repaired.

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

(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, B.&M.S. 9, 11, \* L.M.C. 9, 11, or

\* L.M.C. 140 lb., F.D., &c.)

CS 3, 31,

so far as seen, is now in safe and efficient working condition, eligible in my opinion to remain as classed in the Register Book without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for

Hull fee shown on Hull Rpt. £ : : 19

Special Damage or Repair Fee (if any) £ : : Received by me,

(per Section 29.) £ : : 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned

FRI. 12 DEC 1941

As now

D. M. Macfarlane.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation  
U212-0180



Two auxiliary steam trifes & a ballen-  
life renewed.

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

L.H.  
9/12/41.



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