

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

(Received at London Office

-3 OCT 1941

Date of writing Report 19 When handed in at Local Office 26 Sep 1941 Port of SUNDERLAND.  
No. in Survey held at Sunderland Date, First Survey Sep 12 Last Survey Sep 23 1941  
g. Book. 1459 on the Machinery of the Wood, Iron or Steel ST. ESSYLT  
(No. of Visits 4)  
Gross 5470 Vessel built at Sunderland By whom J. H. Thompson & Sons Ltd When 1941  
Net Engines made at Hartlepool By whom Richardsons, Whitgate & Co When 1941  
Nominal Horse Power 688 Boilers, when made (Main) (Donkey) 1940  
No. of Main Boilers Owners South American Shell Ltd. Owners' Address  
No. of Donkey Boilers 1 Managers B.S. Shipping Co. Ltd. (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 150 lbs. Port Sunderland Voyage  
No. of Donkey Boilers 105 lbs. If Surveyed Afloat or in Dry Dock Grimsby  
(State name of Dock.)

Particulars of Examination and Repairs (if any) Damage  
Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.  
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.  
as a damage report made by anyone else? If so, by whom? J. H. Thompson & Sons Ltd.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER. Date of Special Survey Date of last Survey and of Periodical Surveys. Year assigned now or when entered. Machinery and Boiler Surveys (including date of N.B., if any).  
100 A 1  
Class contemplated

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
" " Donkey " " "  
this was not done, state for what reasons?  
and what parts of the Boilers could not be thus thoroughly examined?  
to 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 Boiler?  
did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?  
Is a 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? no  
Is a shaft now been changed? no If so, state reasons  
Is 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 19.9.41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Good fit  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes  
the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

In damage stated to have been caused by a barge striking the ship's propeller during quay wall trial on 13.9.41 in Sunderland, vessel grounded in dry dock, propeller, screw shaft, stern bush examined: the leading edges of the propeller found cracked. The alignment of the shafting tested by turning with a dock guage fitted to the end of the screw shaft as found good.

Repairs: the leading edges of the propeller blades welded up & faired.  
On completion the machinery tried at the quay wall & found satisfactory.

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 R.M.C. 140 lb., F.D., &c.)  
The machinery of this vessel, as now run, is in an efficient condition and eligible, in my opinion, for classification or recommended in our Report 4.6. with such Record of C.L. 9.41.

Survey Fee (per Section 29) £ : : Fees applied for 2 6 SEP 1941  
Special Damage or Repair Fee (if any) £ 44 : 0  
(per Section 29.)  
Travelling expenses (if chargeable) £ : : Received by me, L. R. Horne  
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Committee's Minute FRI. 17 OCT 1941  
Assigned See Mtd. J.E. 33210  
Lloyd's Register Foundation  
W216-0100