

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 Reg. Book 1459 Survey held at Sunderland Date, First Survey Sep 17 Last Survey Sep 23 1941
 on the Machinery of the Wood, Iron or Steel ST. ESSYLT (No. of Visits 4)

Gross Tonnage 5470 Vessel built at Sunderland By whom J. Thoms & Sons Ltd When 1941
 Net Tonnage _____ Engines made at Harlepool By whom Richardsons, Whitworth When 1941
 Nominal Horse Power 688 Boilers, when made (Main) _____ (Donkey) 1940
 No. of Main Boilers _____ Owners South American Shell Co. Ltd. Owners' Address _____
 No. of Donkey Boilers 1 Managers B.S. Shipping Co. Ltd. Port Newport Voyage _____
 Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock Greenwich (State name of Dock.) _____
 No. of Donkey Boilers 105 lbs.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Where 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. See Particulars

Has a damage report been made by anyone else? If so, by whom? See Particulars

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? _____

Where this was not done, state for what reasons? _____

What parts of the Boilers could not be thus thoroughly examined? _____

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 the 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? _____

Has 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

Has shaft now been changed? no 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 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

Where 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 buoy striking the ship's propeller during quay wall trial on 13.9.41 in Sunderland, vessel placed 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 L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and suitable, in my opinion, for classification or recommended in our Report 4.6. with fresh pressure of C.4.9.41.

Survey Fee (per Section 29) £ : : _____ Fees applied for 26 SEP 1941

Special Damage or Repair Fee (if any) (per Section 29.) £ 44 : 0 Received by me, _____

Travelling expenses (if chargeable) £ : : _____

Committee's Minute _____
 Assigned _____
See Std. 38 33210

| CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys. | Year assigned now or not required. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|------------------------------------|--|
| <u>100A1</u> | | |
| <u>Class contemplated</u> | | |

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

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

