

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

(Received at London Office)

19 MAY 1943

19 MAY 1943

NEWPORT, MON

20 MAY 1943

Date of writing Report... When handed in at Local Office... Port of

Survey held at Newport, Mon. Date First Survey 4th May Last Survey 9th May 1943

on the Machinery of the Wood, Iron or Steel Sp. Voltarus

Gross 3424 Vessel built at Middlesbrough By whom W. Hancock & Coy. Ltd. When 1914. 7. Net 2164 Engines made at Middlesbrough By whom Richardson & Westgate - Carl. Co. When 1914. Main Boilers 3 Boilers, when made (Main) 1914. (Donkey) 1. Owners Ellerman Line Ltd. Owners' Address... Managers Ellerman, Papayanni Line Ltd. Port... Voyage... If Surveyed Afloat or in Dry Dock Tredge Dry Dock

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
SA 100A1 G. 42.		SA L.M.C.
S.S. M.S.L. N° 3-4-28.		M.S. 8.36
S.S. B.K.H. N° 2-36.		B.S. 1.43.
Garnier 6.42.		T.S. 1.42.C.

Report No. Port V.G.E.

Particulars of Examination and Repairs (if any) Propellers & Fastenings. Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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.

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " " " "

state for what reasons Boilers not deep Sump. What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler. Present condition of funnel(s) efficient.

Has the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Has an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the screw bush 3/16 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? Engine parts, when referred to by numbers, should be counted from forward.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done.

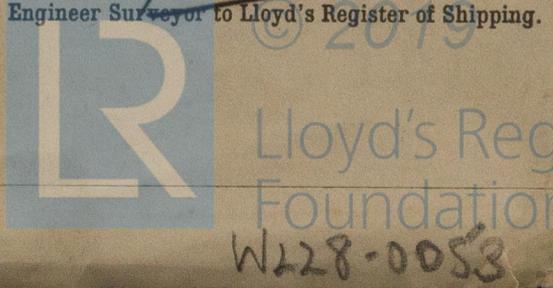
Vessel in dry dock. Propellers & all outside fastenings examined and found in order. On account of damage stated to have been sustained by Propeller blade, striking Quay wall (fender) whilst passing Thos junction from South to North Alexandra Dock Newport Mon on the 7th May 1943. After leaving Dry Dock vessel being afloat. Examined Propellers & found one blade rather badly set off at tip of blade. Propeller blade was fixed temporarily & Machinery tried under working conditions, ahead & astern & found satisfactory.

General Observations, Opinion, and Recommendation: The Machinery of this vessel as far as now seen is eligible to remain as classed in Register Book.

Subject to Propellers & fastenings being specially examined at next dry docking.

Survey Fee (per Section 29) LICENCE CASE + Inc. Base. £ 4. 4. 0. Special Damage or Repair Fee (if any) (per Section 29.) £ - 15. 6. Travelling expenses (if chargeable) £ - 15. 6. Fees applied for 10th May 1943. Received by me, 19. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now signed Subject



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

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

THE SURVEYORS ARE REQUESTED TO WRITE ACROSS THIS MARGIN

1943

signed

W228-0053

