

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

September 28<sup>th</sup> 1943. (Received at London Office 8 FEB 1944)  
 Date of writing Report 1943. When handed in at Local Office 1943. Port of Balearia.  
 in Survey held at Balearia.  
 Book. M.H. CONGELLA  
 on the Machinery of the Steel Vessel built at Hamburg.  
 Gross 1533. Engines made at St. Louis.  
 Net 1474. Boilers, when made (Main) 1914.  
 Power 512. Owners Bank Leu 1914.  
 Main Boilers 1. Managers A. Wier 1914.  
 Donkey Boilers 1. Surveyed Afloat in Dry Dock Hastings Road.  
 Pressure 120. (State name of Dock.)  
 Owners' Address (If not already recorded in Appendix to Register Book.)  
 Voyage  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 1374 Port CBO.  
 Particulars of Examination and Repairs (if any) C.S.

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of 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.

Damage report made by anyone else? If so, by whom?

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

Donkey

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?

Latest date of internal examination of each boiler

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

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

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

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

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

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?

Shaft now been changed? If so, state reasons

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?

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

Parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Ans: The following items have been examined as part C.S. found in good order:-  
 Main engine. Nos 5 & 6 cylinders, liners, pistons, valves, exhaust valves.  
 Main engine. Forward air compressor.  
 Main engine. Forward air compressor.

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

The machinery of this vessel as far as has been seen is in good working order and in opinion to remain as classified to have been C.S. (with date) when the survey is complete.

Fees. 50/-  
 Fee (per Section 29)  
 Damage or Repair Fee (if any)  
 (per Section 29)  
 Other expenses (if chargeable)  
 Committee's Minute  
 Assigned  
 TUES. 15 FEB 1944  
 AS now  
 Subject  
 Fees applied for 28. 9. 1943  
 Received by me, 19  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation  
 W238-0140



Chadance.

essel subsequently sunk by the enemy

SA

10/2/44



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