

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

(Received at London Office)

DEC 30 1937

Date of writing Report

10

When handed in at Local Office

16 DEC 1937

Port of LIVERPOOL

No. in g. Book

Survey held at

Birkenhead

Date, First Survey

15/11/37

Last Survey

8/12/1937

(No. of Visits)

3

3447 on the Machinery of the Wood, Iron or Steel

"DAHOMIAN"

tonnage } Gross 5254
 } Net 3327

Vessel built at

Newcastle

By whom

Robertson & Co. (1927) When 1929-6

Nominal Horse Power

426

Engines made at

Sunderland

By whom

Richardson, Westcott & Co. Ltd. When 1929

No. of Main Boilers

3SB

Boilers, when made (Main)

1929

(Donkey)

No. of Donkey Boilers

1

Managers

United Africa Co. Ltd.

Owners' Address

Port Liverpool Voyage

Steam Pressure in Main Boilers

200 lb

Surveyed ~~at~~ in Dry Dock

Cannell Laird

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

Last Report No.

Port

See Comp. MS

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 details 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. Not required.

Has a damage report made by anyone else? If so, by whom? Hay & Smart for the water.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

Where this was not done, state for what reasons? Not done.

What parts of the Boilers could not be thus thoroughly examined? None.

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? None.

What is the latest date of internal examination of each boiler? None.

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes.

Has the screw shaft now been drawn and examined? No. 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? Yes.

Has the shaft now been changed? No. If so, state reasons. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

What is the date of examination of Screw Shaft? None. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 1/16". Is electric light and/or power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward. Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes. The Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Vessel placed in dry dock, propeller and outside fastenings examined and found in order. Wear down as above.

Completion MS 5,37. See Liv. Rpt. 109453.

How done: - Electrical Install. Wires & then light circuits total insulation resistance & new set factory.

Damage stated to have been caused by fire on 7th Nov. 1937 whilst vessel was in Bramborough Dock.

Electrical Installation: - All wiring in Nos 3 & 4 tween decks renewed & cable pipes part renewed.

Repairs & Alterations to Electrical Installation: - Dynamo taken ashore & re-handled & comm. skinned.

Forecastle acc. altered & wiring renewed as necessary. New acc. in poop fitted.

All found satisfactory.

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, 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.)

as seen is eligible in our opinion to remain as classed with fresh record of L.M.C. MS 5,37 as previously recommended.

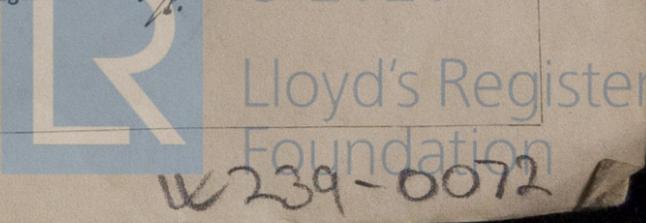
Survey Fee (per Section 29) £ 2 : 2 :
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Voyage expenses (if chargeable) £ : :

Fees applied for
22 DEC 1937
Received by me
4/11/37
29 DEC 1937

H. R. Howells & L. C. Clayton
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute
Signed + L.M.C. - M.S. 5.37.

CERTIFICATE WRITTEN 13.1.38



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

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

Noted.
L.H.
6/1/38.

