

# Report of Survey for Repairs, &c., of Engine

(Received at London Office)

Date of writing Report Oct. 1<sup>st</sup> 1943 When handed in at Local Office Oct. 1<sup>st</sup> 1943 Port of Aden  
 No. in Survey held at Aden, A.S. Date, First Survey Sept. 19<sup>th</sup> Last Su.

Reg. Book 51147 on the Machinery of the Wood, Iron or Steel Sc. "Pondover"

Tonnage { Gross 3721 Vessel built at H. Barkley By whom H. Gray & Co., Ltd.  
 Net 2338 Engines made at H. Barkley By whom Central Marine Eng. Works  
 Nominal Horse Power 336 Boilers, when made (Main) 1912 (Donkey) 1929  
 No. of Main Boilers 2 Owners Chellor Nur. Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers F. C. Palmer Port Falmouth Voyage Haba  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Uphat  
 in Donkey Boilers 100 (State name of Dock.) Hydrocarbon, A.S.

Last Report No. 4583 Port HFX.

## Particulars of Examination and Repairs (if any) PT DBS

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause 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.)

In 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.

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

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? ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? 100

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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

and of the Donkey Boilers? ✓

Has 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? ✓

Has shaft now been changed? ✓ 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 ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

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? ✓

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

Now done:- The safety valves of the donkey boiler were adjusted under steam to blow at a pressure of 100

## General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as seen, is in

(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.E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

in satisfactory condition, and eligible, in my opinion, to remain as classed and to have the record of DBS 3-43 made in the Register Book in the case of this vessel.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

(per Section 29.)

Travelling expenses (if chargeable) £ : : 19

Committee Minute

Assigned

FD 19 NOV 1943

Engineer Surveyor to Lloyd's Register of Shipping.

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W256-0036



VB1 sample

VB1 3/43

Sample No. 101 and 102  
see notes 13/3/43

16/1/43  
16/1/43



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