

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

(Received at London Office)

30 DEC 1943

Date of writing Report 16<sup>TH</sup> DEC. 43 When handed in at Local Office 21 DEC 1943Port of LIVERPOOLNo. in Survey held at LIVERPOOLDate. First Survey 4Last Survey 14/12/1943(No. of Visits 1)Reg. Book. 35224 on the Machinery of the M/V. UNDERWOODTonnage { Gross 1990  
Net 1354  
Nominal Horse Power 250Vessel built at LEITHBy whom HENRY ROBB, LD.When 1941. 6Engines made at GLASGOWBy whom BRITISH AUXILIARIES, LD.When 1941.No. of Main Boilers ✓Boilers, when made (Main) ✓(Donkey) ✓No. of Donkey Boilers ✓Owners UNION STEAMSHIP CO. OF NEW ZEALAND, LD.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port LONDON

Voyage

Steam Pressure ✓Managers ✓in Main Boilers ✓If Surveyed Afloat or in Dry Dock Afloat(State name of Dock.) HARRINGTON.in Donkey Boilers ✓

Particulars of Classification which must be inserted precisely as in Register Book &amp; 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)

+ 100.A.I.  
with freeboard.  
9.43. LTH.+ LMC. 6.41.  
T.S. (OG)OIL ENGINE.Last Report No. 15679 Port Brs.Particulars of Examination and Repairs (if any) C.S.

(Periodical Surveys, when held, must be reported in detail and serially 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? ✓" " Donkey " " " ✓If not, 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 latest date of internal examination of each boiler ✓Present condition of funnel GOOD.Did the Surveyor examine the Safety Valves of the Main Boilers? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓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 Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? ✓and of the Donkey Boilers? ✓Has the screw shaft now been drawn and examined? ✓Has it a continuous liner? ✓Is an approved oil retaining appliance fitted at the after end? ✓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 oil retaining appliance fitted at the after end? ✓State date of examination of Screw Shaft ✓State the wear down in the stern bush ✓Is electric light and power fitted? YES. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO.Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NO.

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

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

*Examined port generator engine over all parts & found in satisfactory order & condition.*

## 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, &amp;c.; thus, for example, BS 9.11, B&amp;MS 9.11, LMC 9.11 or LMC 140 lb., FD, &amp;c.)

*The machinery of this vessel is in safe working order & condition, eligible in my opinion to remain as classed with fresh record + L.M.C. (C.S.) with date on completion of survey.*

Survey Fee (per Section 29) £ 3

Fees applied for

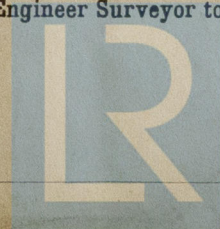
Special Damage or Repair Fee (if any) (per Section 29.) £ :Received by me, ✓Travelling expenses (if chargeable) £ :

19

Committee's Minute

Assigned ✓

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W266-0166



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JANUARY 1870

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