

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

(Received at London Office. 11 MAY 1942)

Date of writing Report Y-5- 1942 When handed in at Local Office 11 MAY 1942 Port of LONDON

No. in Reg. Book 3131 Survey held at LONDON Date. First Survey 24 April Last Survey 30 April 1942 (No. of Visits 2)

Gross Tonnage 3895 Net Tonnage 2474 Vessel built at Middlesbrough By whom Sir Raylton Dixon & Co. Ltd Year. Month. 1914 1

Nominal Horse Power 332 Engines made at Sunderland By whom G. Clark, Ltd When 1914

No. of Main Boilers 3SA Boilers, when made (Main) 1914 (Donkey)

No. of Donkey Boilers 1 Owners A. Vergottis Owners' Address (if not already recorded in Appendix to Register Book.) Portugalia Voyage Portugalia

Steam Pressure in Main Boilers 180 lb Managers Ilbery Dry Dock If Surveyed Afloat or in Dry Dock Ilbery Dry Dock (State name of Dock.) Docks

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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.

as 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? no

Donkey " " " "

Why this was not done, state for what reasons not done

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.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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? no 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? no

Has the 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 the 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. 1/16" F.

Engine 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?

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

Work done: Sealed in dry dock, outside fastenings of sea connections and propellers examined.

h.p. Piston: h.p. Column repair examined and found to continue efficient. It is recommended that this repair be again examined before end of April 1943.

Ballast pump: (Please see St. John's N.F.W. Surveyor's Report. Temporary repairs on water end worked examined, found to continue efficient. It was stated that no trouble had been experienced since temporary repairs were carried out. The Superintendent stated a new water end had been ordered and would be fitted as soon as received.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as

(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 CS 3,34.

is in good and safe working condition and eligible in my opinion to remain as classified without fresh record of survey, subject to h.p. column being again examined before end of April 1943, and to ballast pump water end being renewed at first opportunity.

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

Additional Damage or Repair Fee (if any) (per Section 29.) £ : : _____

Printing expenses (if chargeable) £ : : _____

Received by me, _____

J. Mitchell & P. Sellers
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12 JUN 1942

Signed As now Subject



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

8510-82M
W28-0158

