

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

(Received at London Office)

MAY 22 1940

Date of writing Report _____ 19 _____ When handed in at Local Office 17 May 1940 Port of SUNDERLAND

No. in Reg. Book 23708 Survey held at Sunderland Date, First Survey May 4 Last Survey May 9 1940
 on the Machinery of the Wood, Iron or Steel EFFORD (No. of Visits 3)

Tonnage { Gross 339 Vessel built at Aulhin By whom Aulhin Dockyard Co. Ltd. Year. Month. 1905 11
 Net 130 Engines made at Glasgow By whom Ross & Duncan When 1905

Nominal Horse Power 80 R.P. Boilers, when made Main 1930 (Donkey) _____ When 1905

No. of Main Boilers 1 Owners Efford S.S. Co. Ltd. Owners' Address 113 Creechurch St. London E.C.3
 (if not already recorded in Appendix to Register Book.)
 Port London Voyage _____

No. of Donkey Boilers _____ Managers _____
 Steam Pressure in Main Boilers 125 lb. If Surveyed Afloat or in Dry Dock Grumwells
 (State name of Dock.)

in Donkey Boilers _____

Last Report No. 108518 Port London

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.)

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? no

" " Donkey " " " "

If this was not done, state for what reasons? not prepared for survey

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) monstrous efficient

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?

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? yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? no 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 7/5/40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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: Funnel placed in dry dock propeller, screw shaft, stern bush and outside fastenings examined.

Repairs: The screw shaft being somewhat wasted forward of the forward bearing, the latter was cut back 1/2" to provide a new bedding edge.

The windlass winding shaft wheel renewed.

Additional patches fitted to the funnel, spare thin, and a vertical bar fitted on inside to stiffen the lower strakes.

Note: The funnel has changed hands as mentioned above.

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 R.L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and eligible, in my opinion, to remain as classed with fresh Record of Screw Shaft since 5.40.

Survey Fee (per Section 29) £ : : Fees applied for 21 MAY 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ 2 2 0 Received by me, _____

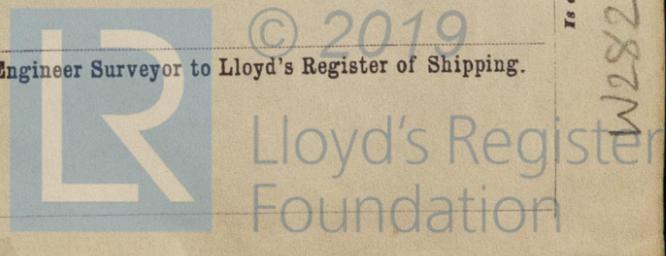
Travelling expenses (if chargeable) £ : : _____

Committee's Minute _____
Assigned As now

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 FT 12.39		+L.M.C. 3.38.
N. Gov. 2nd No. 3 - 9.29.		+NB 12.30. B.S. 6.39.
N. Ret. No. 2. 38		TS 2.38.

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

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



W282-0007