

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

(Received at London Office 29 OCT 1941)

Date of writing Report 21. 10. 1941 When handed in at Local Office 21. 10. 1941 Port of London.

Survey held at London Date First Survey 6. 10. 41 Last Survey 20. 10. 1941 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. Antiope  
Gross 4545 Vessel built at Glasgow By whom Napier and Miller Ltd. Year. Month.  
Net 2835 Engines made at Greenock By whom J.G. Kincaid & Co. When 1930 1  
418 Boilers, when made (Main) 1930 (Donkey) ✓  
Main Boilers 3 Owners New Egypt & Levant Shipping Co. Ltd. Owners' Address  
Donkey Boilers ✓ Managers T. Bowen Rees & Co. Ltd. (if not already recorded in Appendix to Register Book.)  
Pressure- Port London. Voyage  
Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Millwall Dry Dock  
Donkey Boilers ✓ (State name of Dock.) Survey Dock Afloat.

Report No. Port

Particulars of Examination and Repairs (if any) Docking

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the details of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? No

Donkey " " " " ✓

Was a special damage report made by anyone else? If so, by whom? No. Survey not due

Were any parts of the Boilers could not be thus thoroughly examined? ✓

Were any 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? ✓

What was the 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? ✓

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? Yes 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? No

Has the 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? ✓

What was the date of examination of Screw Shaft? 6. 10. 41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. fit

When 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? ✓

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

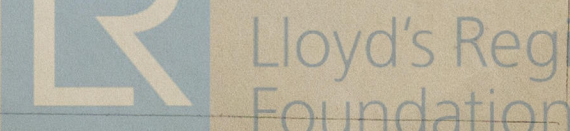
done:- Vessel placed in drydock. Screw shaft drawn in and examined being found in order the stern bush being re-wooded. Propeller, outside fastenings of sea cocks examined and found in order, all sea cocks being opened up for examination and likewise found in order.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as 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 L.M.C. 140 lb., F.D., &c.)  
seen is in good and efficient condition, and eligible in our opinion to remain as classed with fresh record of T.S. C.L. 10.41.

Fees applied for 19. Received by me, 19.  
Damage or Repair Fee (if any) £ : :  
Expenses (if chargeable) £ : :  
Committee's Minute  
Signed Ad now

TUE. 18 NOV 1941

B. Cusley & P. Weston  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

W3-0053

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

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



Screw shaft examined.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

5.10.41.

24  
13/11/41

The machinery of the vessel is

now in good and efficient condition, and eligible  
to remain as CLASSED with special regard to T.C. 10.41

*[Signature]*

Now done: - Vessel placed in drydock. Screw shaft down in one convenient dry dock  
in order the steam-hat being removed. Inspected, outside fastenings of  
sea cocks examined and opened in order, all sea cocks being found up  
for examination and likewise found in order.

Complete.

11

6.10.41

No

Yes

Yes

For survey not due

Docking

\* 100 R.I.  
with forward

22.8.41-38

\* L.M.C.  
42.9.38  
22.8.41  
12.6.40

Survey Dock Offshore  
Millwall Dry Dock

T. Brown & Co. Ltd.

New Egypt & Levant Shipping Co. Ltd.

1930

Glasgow

Glasgow

J.P. Kincaid & Co.  
Napier and Miller Ltd.

S.S. Gairloch

London

21.10.

London

1938

4242

2822

418

3

180 lbs