

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

(Received at London Office)

- 2 JUL 1941

Writing Report 30-6-1941 When handed in at Local Office 30-6-1941 Port of Aberdeen.  
 Survey held at Aberdeen. Date, First Survey 18-6- Last Survey 28-6-1941  
 2. on the Machinery of the Wood, Iron or Steel of "BATTEAK" (No. of Visits 5)

Gross	1328.	Vessel built at	Looon.	By whom	Ailsa. S. B. L <sup>d</sup>	Year.	Month.
Net	541.	Engines made at	Looon.	By whom	Ailsa S. B. L <sup>d</sup>	When	1920 4
1 wer	292.	Boilers, when made (Main)	1920		(Donkey) -	When	1920
ain Boilers	2.	Owners	Anglo-Latvian Shipping L <sup>d</sup>	Owners' Address	-		
Donkey Boilers	-	Managers	United Baltic Corp. L <sup>d</sup>	(if not already recorded in Appendix to Register Book.)			
Pressure—				Port	London.	Voyage	✓
Boilers	180 LB.	Surveyed Afloat or in Dry Dock	Victoria Dock No 3	Particulars of Classification (which must be inserted previously in Register Book &c.)			
Key Boilers	-	(State name of Dock.)					

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking BS.

at Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside ~~each~~ Main Boiler separately and make a thorough examination at this time? *S. 40*

is not done, state for what reasons? *Post Boilers already examined* *Abn. Rept. No. 20528*

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

pecial means, in the absence of internal examination, were adopted by the  
to assure himself of the thorough efficiency of those parts of each Boiler?

date of internal examination of each boiler Start Bk 20-6-41

Present condition of funnel(s) *Efficient*

veyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs. sq. in.

Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? ✓

veyor examine all the manholes, doors and their fastenings of the Main Boiler? 400

... and of the Donkey Boilers? —

Before examine the drain plugs of the Main Boilers? ☒

... and of the Donkey Boilers? ✓

5  
veyor examine all the mountings of the Main Boiler? *Yes*

, and of the Donkey Boilers? ✓

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? ✓

now been changed? ☒ If so, state reasons ☒

Has it 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? ☒

f examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Is electric light and/or power fitted? ☒

the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms. ✓

DONE: The vessel placed on the Pontoon. Propeller. Propeller backed off & screws shaft cone, all sea cocks & valves & their fastenings examined

Starb. Main Boiler examined throughout, together with all mountings, manholes etc. Mountings overhauled & the safety valves of both boilers adjusted under steam to the pressure stated above. Electric circuits for new accommodation Mags. tested & found in order.

WINGS: Propeller blades badly eroded & three tips broken. To be renewed at first opportunity.  
Mark Bailer Mark Comb. Chamber. All tubes re-expanded. 1 wing screw stay removed.

E:- During the labour shortage, the propeller shaft could not be drawn at the time

ral Observations, Opinion, and Recommendation: *The machinery of this vessel, so*  
 to 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, X L.H.C. 9,11, or  
 \*LHC 140 lb., F.D., &c.)

far as now seen, is in good safe working condition & eligible in my opinion to remain as now classed with fresh record of B.S. 4-41 as previously recommended. & the propeller being renewed at the first opportunity

6 (per Section 20).....	£ 2 : 0 : 0	Fees applied for <u>30-6-</u> 19 <u>41</u>
Image or Repair Fee (if any) (per Section 20.).....	£ :	Received by me,  19
Expenses (if chargeable).....	£ :	

*E. Eamshaw*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

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