

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

(Received at London Office)

Date of writing Report Sept 1<sup>st</sup> 1941 When handed in at Local Office ✓ Port of Havana 23 OCT 1941

No. in Survey held at Havana Date. First Survey Aug 25 Last Survey Sept 1<sup>st</sup> 1941  
eg. Book. 1711 on the Machinery of the ~~Wood, Iron or Steel~~ Steamer "English Trader" (No. of Visits 4)

Gross Tonnage 3953 Vessel built at Haverline Hill in Seas By whom Burners S.B. Co. Ltd. When 1934  
Net Tonnage 2382 Engines made at Newcastle By whom H. & Marine Engineering When 1934

Nominal Horse Power 357 Boilers, when made (Main) 1934 (Donkey) 1934

No. of Main Boilers 2 Owners Trader Nav Co. Ltd Owners' Address London Voyage ?  
No. of Donkey Boilers 1 Managers ✓ Port London

Steam Pressure in Main Boilers 220  Surveyed Afloat  in Dry Dock  
in Donkey Boilers 220 (State name of Dock.) 17,339

Last Report No. ✓ Port Port

Particulars of Examination and Repairs (if any) P. M. B

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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no.

If this was not done, state for what reasons

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)

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? 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?

Has shaft now been changed? If so, state reasons. 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. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted

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

*Due to poor draft, especially in the port boiler, this vessel could make no more than about four knots and she came into this port for repairs. In the starboard combustion chamber of the port boiler, the top rows of tubes had been leaking, salt had collected over most of the tubes. The same condition, but to a less extent was found in the centre and port chambers. The log book showed the density of the water to be 1 3/4, and was said to be due to inefficient working of evaporator. All superheater elements were removed, tubes cleared and expanded at each end in all nests. Elements tested to 350 pounds, none were leaking and were welded by electric process. Water tests on boiler found all tight. There were no leaks under steam. All boilers were opened up and cleared.*

General Observations, Opinion, and Recommendation:— An examination disclosed no

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

CS 3,34, defects, and repairs being satisfactory. I recommend that the existing classification remain unchanged.

Survey Fee (per Section 29) £ : :  
Special Damage or Repair Fee (if any) (per Section 29.) £ 175  
Travelling expenses (if chargeable) £ : :

Fees applied for Sept 1 1941 £ 175  
Received by me 19

Committee's Minute FRI. 31 OCT 1941  
Assigned note as now subject



W31-0054

See tubes and  
at with

subject to the water  
to Ballant pump  
renewed at 7:00  
opportunity.

From: g Sea Connections  
what in part  
No 2 due 4/2

*[Signature]*  
29/10/41



© 2020

Lloyd's Register  
Foundation