

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

(Received at London Office)

Date of writing Report 17th Oct. 1939. When handed in at Local Office 17th Oct. 1939. Port of Southampton

No. in Reg. Book. Survey held at Southampton Date, First Survey 13th Sept. Last Survey 12th Oct. 1939 (No. of Visits 4)

4459 on the Machinery of the Wood, Iron or Steel & S.S. "MEDUSA"

Tonnage Gross 627 Net 231.43 Vessel built at Southampton By whom Day, Summers & Co. Ld. When 1906 9

Nominal Horse Power 152 Boilers, when made (Main) 1906 (Donkey) 1906 By whom do. When 1906 9

No. of Main Boilers 1 Owners Col. R. Don. J. Britton C.B.E. M.P. Owners' Address (if not already recorded in Appendix to Register Book) Port Southampton Voyage Government Service

No. of Donkey Boilers 1 Managers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Steam Pressure in Main Boilers 200 # Surveyed Afloat or in Dry Dock Thonywift's Quay, North

in Donkey Boilers 90 Last Report No. 17051 Port Sou.

Particulars of Examination and Repairs (if any) BS

(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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

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 MB 14.9.39 DB 15.9.39 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs/sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lbs/sq. in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Has 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?

Has 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 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 Afloat

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

NOW DONE: The main and donkey boilers examined throughout together with all mountings, manholes, etc. Mountings overhauled. The safety valves afterwards adjusted under steam to the pressure as noted above.

This vessel has been requisitioned by the Admiralty.

General Observations, Opinion, and Recommendation:— Eligible, in my opinion, to remain as classed and to have fresh record of BS 10, 39.

(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.S.H.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 3 : 3 : - Fees applied for 18/10/1939

Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : Committee's Minute FRI. 8 NOV 1939 Assigned Defered for 3rd No. 3 BS 10.39 No

J. B. Rogers Engineer Surveyor to Lloyd's Register of Shipping.



W315-0010

Lloyd's Register Foundation

The Surveyors are requested not to write on or below the space for Committee's Minute.

In a Certificate required by 1180, to be app. 10