

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

(Received at London Office JUN 10 1939)

Date of writing Report 5/6 1939 When handed in at Local Office 6/6 1939 Port of Marseilles

No. in Reg. Book 6938 Survey held at Marseilles Date, First Survey and Last Survey 5th June 1939

Tonnage Gross 226.25 Net 226.25 Vessel built at Southampton By whom T. Thornycroft & Co Ltd When 1927 8 Engines made at By whom M.A.N. When 1937 Boilers, when made (Main) (Donkey) Owners Gustaf & Willem L.P. Miesseges. Owners' Address Port Amsterdam Voyage Managers If Surveyed Afloat or in Dry Dock Marseilles Dry Dock

Last Report No. Port 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?

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 Good.

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? 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 Close fit P.S. 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.

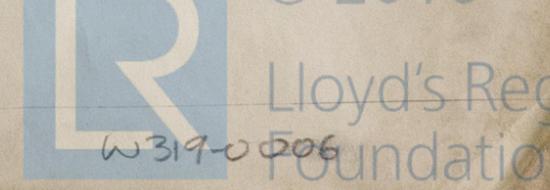
Now done:- Vessel placed in dry dock. Propellers all outside fastenings of the ship side injections examined

General Observations, Opinion, and Recommendation: The machinery of this vessel (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 XL.M.C. 140 lb., F.D., &c.) as now seen is in satisfactory condition vis. rigible, in my opinion, to remain as classed without fresh record

Survey Fee (per Section 29) £ 188 Fees applied for 6-6-39 No. 188 Received by me, 19 Special Damage or Repair Fee (if any) (per Section 29.) Travelling expenses (if chargeable)

Committee's Minute Assigned As now

E. Marlborough. Engineer Surveyor to Lloyd's Register of Shipping.



If so, is the Report sent now, or when will it be sent?

10m, 6.38.—Transfer Ink. (MADE IN ENGLAND.) The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

It is submitted that
this vessel is eligible to
be classified as CLASSED.

99A
24/6/39



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