Rpt. 9.

No. 50647.

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

(Received at London Office MAY -9 1940)

Date of writing Report ____ 19__ When handed in at Local Office 8 MAY 1940 19__ Port of HULL

No. in Reg. Book. 19613. Survey held at Hull. Date, First Survey 9.4.40 Last Survey 20.4.1940 (No. of Visits 4.) on the Machinery of the ~~Wood, Iron or~~ Steel S.S. APPLEFORTH.

Tonnage { Gross 4576. Net 2765.

Nominal Horse Power { 417.

No. of Main Boilers 3 S.E.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180.

in Donkey Boilers ✓

Vessel built at Stockton. By whom Craig, Taylor & Co. Ltd. When 1929.12.

Engines made at Stockton. By whom Blair & Co. When 1929

Boilers, when made (Main) 1929. (Donkey) ✓

Owners Compagnie G. de Co. Ltd. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers Watts Ward & Co. Port Cardiff Voyage ✓

If Surveyed Afloat or in Dry Dock King George Dk. (State name of Dock.) & Dry Dk.

Last Report No. ____ Port ____

Particulars of Examination and Repairs (if any) Damage.

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 No. not required.

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor.

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

" " " Donkey " " " ✓

If this was not done, state for what reasons? Not due.

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). Efficient.

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? 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? ✓

Has shaft now been changed? No. If so, state reasons ✓

Is 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 11.4.40 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Unrecorded.

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

Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is 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.

~~The Dock~~ Vessel docked in dry dock on account of grounding following the parting of the starboard anchor cable when in collision in Hampton Roads, Va., on the 14th. January, 1940 with the S.S. MAUSER MAAR.

Tailshaft, stern tubes & screw withdrawn together with propellers, stern tube, sea connections & outside fastenings. Tailshaft & sea connections with their fastenings found in good condition. Stern tube renewed & the spare propellers fitted because of wastage of the blade tips

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned before expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ LMC.		✠ LMC. 9.38
with Lloyd's.		T.S.-C.L. 2.38
T.39.		B.S. 12.39.
S.S. Mau. 2.38.		

General Observations, Opinion, and Recommendation:—

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

Vessel in my opinion to remain as classed with next recd of T.S.-C.L. 4.40.

Survey Fee *(per Section 29)* £ : :

Special Damage or Repair Fee (if any) *(per Section 29.)* £ :

Travelling expenses (if chargeable) £ : :

Fees applied for ____ 19__

Received by me, ____ 19__

TUE. 21 MAY 1940

Committee's Minute ____

Assigned As now

A. R. Newman.
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

© 2021 Lloyd's Register Foundation
W328-0177