

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 11/3/41 Port of NEWCASTLE
 No. in Reg. Book 69680 Survey held at South Shields Date, First Survey and Last Survey 19 July 1941
 on the Machinery of the Wood, Iron or Steel S.S. "ANGLO-PERUVIAN" (No. of Visits 1)

Tonnage } Gross 5457 Vessel built at Sunderland By whom Short, Bros. Ltd. Year. Month. When 1926 11
 } Net 3331 Engines made at Newcastle By whom N.E. Marine Eng Co. Ltd. When 1926
 Nominal Horse Power } 453 Boilers, when made (Main) 1926 (Donkey) 1926
 No. of Main Boilers 3 Owners Nitrate Producers S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Port London
 No. of Donkey Boilers 1 Managers Lawther, Latta & Co. Ltd. Voyage ✓
 Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat or in Dry Dock Afloat.
 in Donkey Boilers 100 lbs (State name of Dock.) Middle Docks Eng. Co. Ltd.

Last Report No. 109363 Port hon

Particulars of Examination and Repairs (if any) Boiler Repairs

(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

Do 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 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? 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 ✓

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? ✓

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

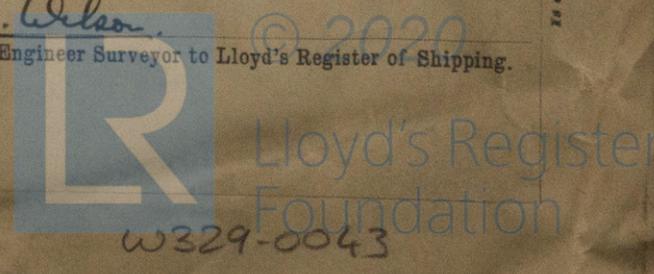
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Now done: - Main Boilers
3 - Main check valve chests removed. Wastage of boiler end plates in way built up by Electric welding. Studs removed.
3 - Scum valve chests removed. Studs removed as necessary.
3 - Blow down valve chests removed. Studs removed as necessary.
New valve chests examined and identification marks noted.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far
 (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. 2, 11, B.&M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)
as now seen, is in efficient condition, and eligible in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ ✓ : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ ✓ : Received by me, 19
 Travelling expenses (if chargeable) £ ✓ :

Committee's Minute TUE 25 MAR 1941
 Assigned P.S. 1.41
 E. Wilson
 Engineer Surveyor to Lloyd's Register of Shipping.



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

R.D. du 4.41 Completed

*It is submitted that
this vessel is eligible for
THE RECORD.*

R.D. 1.41

Yms

2.3.41



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