

Rpt. 3.

No. 99249

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.

Survey held at South Shields

Date, First Survey

and

Last Survey

19/1/41

(No. of Visits)

69680

on the Machinery of the Wood, Iron or Steel

S.S. "ANGLO-PERUVIAN"

Tonnage

Gross

5457

Net

3331

Vessel built at Sunderland

By whom

Short, Bros. Ltd.

When

1926

Nominal
Horse Power

453

Engines made at Newcastle

By whom N.E. Marine Eng. Co. Ltd.

When

1926

No. of Main Boilers

3

Boilers, when made (Main)

1926

(Donkey)

1926

No. of Donkey Boilers

1

Owners Nitrate Producers S.S. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Port London

Voyage

Steam Pressure

220 lbs.

in Main Boilers

If Surveyed Afloat or in Dry Dock

Afloat

(State name of Dock.)

Middle Docks Eng. Co. Ltd.

in Donkey Boilers

100 lbs.

Last Report No. 109363 Port hon

Particulars of Examination and Repairs (if any) Boilers Repairs

(Periodical Surveys, when held, must be reported in detail and serially 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

" " Donkey " " " " 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?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Yes

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Yes

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?

Yes

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 renewed. Wastage of boiler end plates in way built up by Electric welding. Studs renewed.
3 - 3cm valve chests renewed. Studs renewed as necessary.
3 - Blow down valve chests renewed. Studs renewed as necessary.

New valve chests examined and identification marks noted.

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. 2, 11, B.M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., E.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)

£

1

0

Special Damage or Repair Fee (if any)

£

0

0

Travelling expenses (if chargeable)

£

0

0

Fees applied for

19

Received by me,

19

Committee's Minute

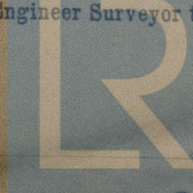
TUE 25 MAR 1941

Assigned

1.41

L. Wilson

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W329-0043

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

R.D. 441 Completed

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

R.D. 1.41

Ym

21.3.41



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