

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

(Received at London Office,)

OCT 10 1940

Date of writing Report 30th Sept 1940 When handed in at Local Office 4 OCT 1940 Port of Liverpool
 No. in Reg. Book 69813 Survey held at Liverpool Date, First Survey 17th Sept Last Survey 26th Sept 1940
 on the Machinery of the Wood Iron or Steel Yuin E. Apapa
 Tonnage Gross 9333 Vessel built at Delft By whom Harland & Wolff When 1927
 Net 5472 Engines made at Delft By whom Harland & Wolff When 1927
 Nominal Horse Power 1651 Boilers, when made (Main) (Donkey) 1927
 No. of Main Boilers 1 Owners Admiral Kempter Line Ltd. Owners' Address (if not already recorded in appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Liverpool Voyage
 Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boilers 100 lb (State name of Dock.) Sotelli OK.

Last Report No. 114560 Port Liverpool

Particulars of Examination and Repairs (if any)

(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?

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) 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.

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. To Complete the Survey, all pumps (with exception of port & starboard bilge pumps, starboard lubricating oil pump, outboard SW circulating pump and fire service pump) the oil fuel tank, Condenser & pumps in connection with steam plant, oil burning installation and examination of electrical installation to be completed by 27.5.40. and Lpool rps nos 112044 + 113291 + 114560.

Now done. Examined Starboard No 6 M.E. cylinder piston line & cover, Port No 1 M.E. crosshead and Port nos 1 & 5 M.E. crank pins & crossers. also Port nos 6, 7, & 8 main bearings. Examined Port Ford & Port after M.E. injection air receivers, internally. No 3. Aux Engine. (Starboard) Examined No 3 cylinder piston line & cover & fuel pump.

Repairs Spare piston rod fitted to Starboard No 6 M.E. piston. P.Y.O.
 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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed with fresh record of CS. with date on completion.

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

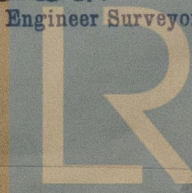
Committee's Minute

Assigned Deferred for completion of Machinery Survey.

LIVERPOOL

- 8 OCT 1940

S. J. O. P. J. O.
 Engineer Surveyor to Lloyd's Register of Shipping.



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"Apapa"

In addition to the foregoing the following parts were
examined at Lagos on the 12th August 1940.

See Certificate Attached.

No 3 Dynamo Engine. (1stnd).

No 4 Cylinder, Cover, liner & Crank pin

Nos 4, 5, & 6 main bearings.

also the Fire Service pump.

Repairs. Spare piston & rod fitted to above.

The parts stated to have been examined at Lagos have been
verified by me as far as practicable.

[Signature]



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24/10/60