

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

(Received at London Office AUG - 5 1940)

Date of writing Report 2nd Aug. 40. When handed in at Local Office 3rd Aug. 1940 Port of Cardiff.  
 No. in Reg. Book. Survey held at Cardiff. Date, First Survey 29th July Last Survey 31st July 1940  
YOM on the Machinery of the Wood, Iron or Steel Screw "Assyrian". (No. of Visits 2.)  
 Tonnage { Gross 2962. Vessel built at Hamburg. By whom Blohm & Voss. Year. Month. 1914. 8.  
 Net 1759. Engines made at Mindel. By whom Cooper & Greig Ltd. When 1923.  
 Nominal Horse Power 280. Boilers, when made (Main) 1923. (Donkey)   
 No. of Main Boilers 2. Owners Ellerman Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1. Managers Ellerman & Papayanni Lines. Port Liverpool. Voyage   
 Steam Pressure in Main Boilers 180 lbs/sq. in. Surveyed Afloat or in Dry Dock Roach Dock. (State name of Dock.)  
 in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 CHARACT. for Special Survey  Date of last Survey and of Periodical Surveys. 1/10/07. Years assigned now expired. 11 m.c. Machinery and Boiler Surveys (including date of N.B., if any). 11 m.c.

Particulars of Examination and Repairs (if any) Commence P.S.  
 Periodical Surveys, when held, must be reported in detail and serialim 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 date and initials of any letters respecting this case.  
 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   
 as 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? Stard, yes  
 " " Donkey " " "   
 this was not done, state for what reasons? Port boiler under steam  
 what parts of the Boilers could not be thus thoroughly examined?   
 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?   
 the latest date of internal examination of each boiler. Stard 29/7/40. Present condition of funnel Satisfactory.  
 the Surveyor examine the Safety Valves of the Main Boiler? Stard, yes. To what pressure were they afterwards adjusted under steam? not adjusted  
 the Surveyor examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?   
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Stard, yes. and of the Donkey Boilers?   
 the Surveyor examine the drain plugs of the Main Boilers?  and of the Donkey Boilers?   
 the Surveyor examine all the mountings of the Main Boilers? Stard, yes. and of the Donkey Boilers?   
 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?   
 shaft now been changed?  If so, state reasons   
 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?   
 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   
 did the Surveyor examine the generators, motors, switchgear, cables and fuses?   
 the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete P.S., the port boiler requires to be examined & the safety valves of both boilers to be adjusted under steam. Stard that this will be done at the earliest opportunity.

Now done: Stard boiler examined throughout, and found or made good as under.  
 Repairs: 2 cl. screw stay nuts in centre combustion chamber rejoined, and minor repairs to mountings effected.

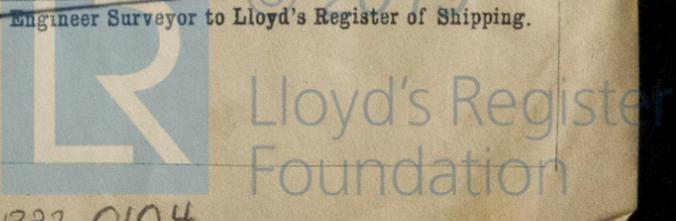
### General Observations, Opinion, and Recommendation:—

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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) CS 3,34.

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of P.S. 7/40 on completion of the Survey as above. Subject to Stard propeller & underwater fittings being specially examined at the next drydocking (V.R. list.)

Fees applied for: £ 19  
 Received by me: £ 19  
 Damage or Repair Fee (if any) (per Section 29.)  
 Printing expenses (if chargeable)

Committee's Minute Deferred  
 Signed Frank B. Richardson  
 Engineer Surveyor to Lloyd's Register of Shipping.



W332-0104

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