

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

20 MAR 1941

(Received at London Office...)

Date of writing Report Mar. 15th 1941 When handed in at Local Office Mar. 15th 1941 Port of London
 No. in Survey held at London Date. First Survey 8th Mar. Last Survey 8th March 1941
 g. Book. 10033 on the Machinery of the Wood, Iron or Steel S.S. "ARTEMISIA" (No. of Visits 3)
 Tonnage { Gross 6504 Vessel built at Switzerland By whom W. Kaufmann & Co. Ltd. When 1920-7
 Net 4083 Engines made at — do — By whom — do — When 1920
 Nominal Horse Power 565 Boilers, when made (Main) 1920 (Donkey) "
 No. of Main Boilers 368 Owners H. M. Thomson Owners' Address — (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers — Managers — Port London Voyage —
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Yes
 in Donkey Boilers — (State name of Dock) Millwall St.

Particulars of Examination and Repairs (if any)

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.

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. Not reqd.

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? —

Do the same for Donkey Boilers? —

If this was not done, state for what reasons —

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) —

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 the 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 —

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 10/3/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

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

Damage stated to have been sustained by vessel grounding at Trectown Nov. 16th 1940 on voyage from Barry to Trectown. For further particulars please see log. Now done: beams, propeller, stern bush, screw shaft, & all sea chest valves & fastenings, L.P. cylinder & piston and holding down bolts.

Repairs: Ministry of Shipping, Licence No. London 7204 of March 5th 1941.

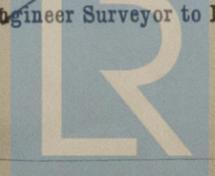
Propeller removed to J. Stone & Co. tips of blades mended, straightened & small cracks in blades cut out.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen is eligible in my opinion to remain as classed & to have fresh record of T.S.(L.L.) 3.41.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ 55.0. 20 MAR 1941
 (per Section 29.) SPECIAL FEE (MOS) 15% £ 15.9 Received by me,
 Recalling expenses (if chargeable) £ 19

Committee's Minute None 8th APR. 1941
Assigned As now

J. L. Smith, Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W333-0112 1/2

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

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

SS. ARTEMISIA.

Sea cocks & valves examined & overhauled as necessary.
Main Engine holding down bolts tightened up
new torque piece fitted to P.P. pivot ring.
Note:- The above repairs were recommended
in accordance with Circular 1446.

J. L. Smith.
D. B.

