

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

(Received at London Office OCT 15 1940)

Date of writing Report 14th Octr 1940, When handed in at Local Office 14th Octr 1940 Port of GARDIFF

No. in Reg. Book 69970 Survey held at Cardiff Date, First Survey 24th Sept Last Survey 9th Octr 1940 (No. of Visits 7)

Tonnage } Gross 8024 Vessel built at Port-Glasgow By whom Lithgous Ltd. When 1936-7
Net 4777

Nominal Horse Power 503 Engines made at Greenock By whom J. G. Kinnaird & Co Ltd When 1936
(Donkey)

No. of Main Boilers ✓ Boilers, when made (Main) ✓ Owners' Address Auglo-Saxon Petroleum Co Ltd (if not already recorded in Appendix to Register Book.)
Port London Voyage

No. of Donkey Boilers 1 Managers Queens Dock & Mountst Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Main Boilers ✓ Surveyed Afloat or in Dry Dock Queens Dock & Mountst Dry Dock

in Donkey Boilers 180lbs

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking Port CS rps. + 100 A1
1-40 + LMC 7-36
T.S.C.L 1-40

(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 " " " yes

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 D.B. 27-9-40 Present condition of funnel 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? yes To what pressure were they afterwards adjusted under steam? 180lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? yes

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? yes

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

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 5/32"

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? yes

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

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

Now done:- Vessel placed in dry dock. propeller stern bush and sea connecting fastenings examined. Sea Lock Valves opened out. examined

Examined. No 2 main Engine cylinder, piston, liner, cover rod, No 2 Top & bottom and pins & bushes

No 1 & 5 main bearings journals, Thrust shaft spads, In donkey boiler feed pumps Oil fuel transfer pump. Woodlass & steering engines, Electrical installation examined Megger tested, and dynamo

tried under working conditions. Governors satisfactory. Supercharge arrangements examined.

Examined donkey boiler internally & externally, with its safety valves, doors and mountings

Safety valves adjusted under steam to the pressure stated above. Oil burning installation

examined under working conditions. Deck control gear and discharge pipes in order. P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is

(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.&M.S. 9,11, & L.M.C. 9,11, or

*L.M.C. 140 lb., F.D., &c.)

eligible in my opinion to remain as classed and have record of + LMC CS (with date)

when the Survey is completed, and record of D.B.S. 10.40.

Survey Fee (per Section 29) D.B.S. 2:0:0 Fees applied for 24th Octr 1940

Special Damage & Repair Fee (if any) CS 2:2:0 Received by me, 19
Electric light
Travelling expenses (if chargeable) 3:0:0

Committee's Minute NOV 1940

Assigned time CS 10.40

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Damage stated caused by vessel grounding on Scarborough sands on
the 3rd September 1940.

Now done:- A number of cast-iron Tee pieces, Branch pieces, pipes & two gate Valves
tested to 100 lbs/sq hydraulic pressure for cargo pipe line in pump room.

H.W.G. Paton

NY completed
Minor repairs for grounding
damage

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

Haras 10/70
1.40
DA 10/40

Algeria 1.37.
RMP
17/10/40

