

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

(Received at London Office)

OCT 15 1940

Date of writing Report 14 Oct 1940 When handed in at Local Office 14 Oct 1940 Port of CARDIFF
 No. in Reg. Book 69970 Survey held at Cardiff Date, First Survey 24 Sept Last Survey 9 Oct 1940 (No. of Visits 7)
 Tonnage Gross 8024 Net 4777 Vessel built at Port Glasgow By whom Lithgows Ltd. When 1936-7
 Engines made at Greenock By whom J. G. Kuicaid & Co Ltd When 1936
 Nominal Horse Power 503 Boilers, when made (Main) (Donkey)
 No. of Main Boilers ✓ Owners Anglo-Saxon Petroleum Co Ltd Owners' Address Port London Voyage
 No. of Donkey Boilers 1 Managers
 Steam Pressure in Main Boilers ✓ Surveyed Afloat or in Dry Dock Queens Dock & Mountst Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 180lbs Dry Dock

Last Report No. PortParticulars of Examination and Repairs (if any) Docking Port CS + 100A1
1-40

(Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized 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? yes

" " 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

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓

Has shaft now been changed? ✓ If so, state reasons

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

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.

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 Cock Valves opened out. examined. No 2 main Engine cylinder, piston, liner, cover rod, No 2 Top & bottom and pins & bushes examined. 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. CS 2 0 0

Special Damage & Repair Fee (if any) 2 2 0

Electric light 3 0 0

Travelling expenses (if chargeable) 1 4 0

Committee's Minute 1 NOV 1940

Assigned time CS 10.40

1.40

Fees applied for 24 Oct 1940

Received by me, 19

19

19

19

19

19

Harish W. G. Paton

Engineer Surveyor to Lloyd's Register of Shipping.

W335-0045

Lloyd's Register

Foundation

W335-0045

W335-0045

Damage stated caused by vessel grounding on Scarweather 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

104 completed
Minor repairs for grounding
damage

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

10/10/40
1.40

20/10/40

137.

20/10/40

17/10/40



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