

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

(Received at London Office MAY - 1 1940)

Date of writing Report 19 When handed in at Local Office 24 APR 1940 Port of LIVERPOOL
No. in Survey held at Birkenhead Date, First Survey 5/4/40 Last Survey 17/4/1940
eg. Book. 2538 on the Machinery of the Wood, Iron or Steel Sc. "Clea" (No. of Visits 6)

Gross Tonnage 8074 Vessel built at Rotterdam By whom N.V. Rotterdam Droogd Maats When 1938-5
Net Tonnage 4783 Engines made at Amsterdam By whom Werkspoor N.V. When do
Nominal Horse Power 502 Boilers, when made (Main) (Donkey) 1938
No. of Main Boilers 1 Owners Anglo-Saxon Petroleum Co. A Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 lb. Port London Voyage (State name of Dock.)
No. of Donkey Boilers 180 lb. Surveyed Afloat or in Dry Dock Clovers Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port
Particulars of Examination and Repairs (if any) Dk & CS

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 details 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.

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?

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons?

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?

State latest date of internal examination of each boiler.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 the screw shaft now been drawn and examined? No 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? Yes

Has the shaft now been changed? Yes If so, state reasons.

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the 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 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. C.S. case. See form T.E.

Work done:- The following parts now examined & found or placed in good order:-

No 3 & 6 cylinders, pistons & rods, covers & valves.

3 & 6 crossheads & brasses & cone rods

3 & 6 crankpins & brasses.

7 & 8 main bearings & brasses

Ballast, transfer, & after feed pumps. Lower starting air receiver. All parts of steam driven compressor except intercoolers.

and placed in dry dock. The propeller & all outside fittings examined and found satisfactory.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, (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. 11, B.M.S. 11, L.M.C. 11, or L.M.C. 140 lb., F.D., &c.)

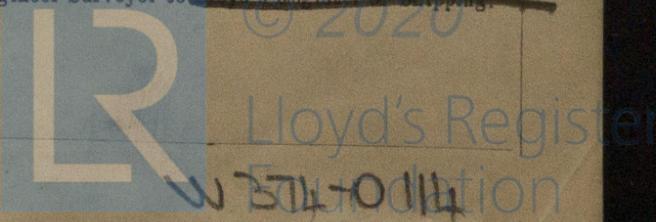
so far as now seen, is in safe working condition, eligible in our opinion to remain as classed, with fresh record of + L.M.C. C.S. (with date) when the survey is completed.

Fee (per Section 29) CS £ 5.5 : - Fees applied for 19
Damage or Repair Fee (if any) (per Section 29.) £ : :
Printing expenses (if chargeable) £ : :
Received by me, 19

W.B. Edwards & H. Sutherst
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 30 APR 1940

Signed As now CS



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

OIL ENGINE CONTINUOUS SURVEY

Noted

DA

2/5/40

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