

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

(Received at London Office)

AUG -7 1940

Date of writing Report 29-7-40 1940 When handed in at Local Office 3-7 JUL 1940 Port of LIVERPOOL
No. in Reg. Book. 42600 Survey held at Bromborough Date, First Survey 9 Last Survey 28/7/1940
(No. of Visits 2)
42600 on the Machinery of the Wood, Iron or Steel M.V. CONGONIAN
Tonnage { Gross 5065 Vessel built at Keil By whom Howaldtswerke A.G. When 1936
Net 2953 Engines made at - do - By whom - do - When 1936
Nominal Horse Power 321 Boilers, when made (Main) Oil engine (Donkey)
No. of Main Boilers 1 Owners United Africa Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Liverpool Voyage
Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock Bromborough Dk. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 180 (State name of Dock.)

Last Report No. 114130 Port livParticulars of Examination and Repairs (if any) Damage.

(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.)

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 Yes Not Regd.

Was a damage report made by anyone else? If so, by whom? Not Known.

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

" " Donkey " " " "

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.

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 screw shaft now been drawn and examined? Is 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.

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.

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 whilst proceeding down River Mersey to join convoy on 27th July 1940.

Low Down:- The bell-crank lever of the hunting gear of the steering engine was found fractured at one of the arms and the boss piece (the bell-crank arm being connected to the boss piece by welding). A new bell-crank now forged of mild steel & satisfactorily fitted, steering engine afterwards tried under working conditions & 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, R.S. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or R.L.M.C. 140 lb., E.D., &c.)
as far as now seen is in a good & efficient condition & eligible in my opinion to remain as classes with out fresh record of survey.

Survey Fee (per Section 20) £ : : 1 AUG 1940
Special Damage or Repair Fee (if any) £ 33 : 0
(per Section 20.)
Travelling expenses (if chargeable) £ : 8 : 6
Received by me, H.A. Lindley

Committee's Minute

Assigned As now.

- 6 AUG 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W378-0035

