

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

8 OCT 1941

27 OCT 1941

(Received at London Office)

Port of Hull

Date of writing Report

When handed in at Local Office

No. in Survey held at Gole

Date First Survey and Last Survey 3-10-1941

19564 on the Machinery of the Wood, Iron or Steel ss ARUBA.

Tonnage Gross 1159 Net 626

Vessel built at Rotterdam

By whom Wilson & Ripway & Co.

When 1916 3

Nominal Horse Power 120

Engines made at do

By whom do

When 1916

No. of Main Boilers 15A

Boilers, when made (Main) 1916

(Donkey) -

No. of Donkey Boilers -

Owners Hark S. S. Co. Ltd.

Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180

Managers Gole Hill Steam Towing & Co. Ltd.

Port Gole

Voyage

in Donkey Boilers -

Surveyed in Dry Dock Gole No. 1

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. Date of last Survey and of Periodical Surveys.	Year ended now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1.4.41.		L.M.C
ss Aut. No. 3.4.29.		M.S. 9.37.
ss Goo No. 2. 37.		B.S. 1-41.
		CL. 4.41.

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking.

(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.

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?

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.

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?

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.

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?

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

Cargo ladders not fitted.

Subject to the DONKEY BOILER not being used.

Present condition of funnel(s)

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

and of the Donkey Boilers?

and of the Donkey Boilers?

and of the Donkey Boilers?

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

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

Is electric light and/or power fitted

Is electric light and/or power fitted

Is electric light and/or power fitted

Is electric light and/or power fitted

Is electric light and/or power fitted

General Observations, Opinion, and Recommendation:—The Machinery of this Vessel, as far as

(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 CS 3,34, 140 lb., F.D., &c.)

now seen is in my opinion, eligible to remain as classed without further survey. Subject to the Donkey Boiler not being used.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minutes FRI. 24 OCT 1941

Assigned Deferred

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W4 - 0188

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Subject to the
DONKEY BOILER
not being used again.

SS No. 3 due 4.41

22/10/12

1000 P

not a level with the remainder of the

and the vessel is in a good state of repair and is ready for service

and the vessel is in a good state of repair and is ready for service

addition

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on

sub No 2.8

with the main engine

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