

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

(Received at London Office: JUL 5 1939)

Date of writing Report 4.7.1939 When handed in at Local Office 4.7.1939 Port of Antwerp  
 No. in Reg. Book. 44090 Survey held at Antwerp Date, First Survey 26/5/39 Last Survey 1/7/1939  
 on the Machinery of the Wood, Iron or Steel KABINDA (No. of Visits 3)

Tonnage } Gross 5182 Vessel built at Belfast By whom Harland & Wolff Ltd Year. Month. When 1917-8  
 Net 3134 Engines made at do By whom do When 1917  
 Nominal Horse Power 490 Boilers, when made (Main) 1917 (Donkey)   
 No. of Main Boilers 3 Owners Le Maritime Belge (Lloyd Royal) Soc Anon Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers  Managers Agence Maritime Internationale Port Antwerp Voyage  
 Steam Pressure in Main Boilers 180 lbs  Surveyed Afloat or in Dry Dock 115 berth  
 in Donkey Boilers

Last Report No. 22583 Port Ant  
 Particulars of Examination and Repairs (if any) BS

(Periodical Surveys, when held, must be reported in detail and scriatum 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? Yes

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

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. P+S 26/5/39. C. 2/6/39. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs per sq

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? Yes 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? Yes and of the Donkey Boilers?

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

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft Afloat

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.

Not done: - All Boilers and their mountings examined internally, externally and under steam and their Safety Valves adjusted as above.

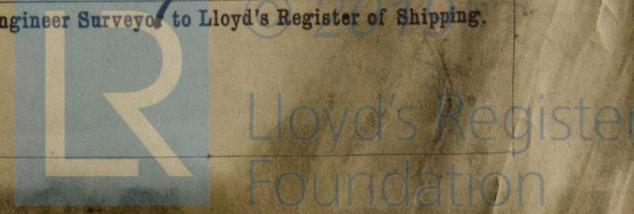
Repairs: 5 cc stays renewed.

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. 2, 11, E.&N.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)  
So far as now seen is in safe working condition and is eligible in my opinion to remain as classed and to have fresh record of Survey BS 739.

Survey Fee (per Section 29) BS £1050  
 Special Damage or Repair Fee (if any) (per Section 29.) Jax £750  
 Travelling expenses (if chargeable) £  
 Fees applied for 4.7.1939  
 Received by me, H.B. Murray

Committee's Minute  
 Assigned 7.7.39  
 JUL 21 1939

CHARACTER of Special Survey Data of last Survey and of Periodical Surveys	Years assigned now retained	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 3.39.		+LMC
SSant No 3-8-30		MSQ-38
SSant No 2-38.		BS 6-38
		TSCL 3-38



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

W435-0003

Is a Certificate required? If so, to be sent to: Dist. office

CERTIFICATE WRITTEN