

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

AUG 10 1939

Date of writing Report 9. 8. 1939 When handed in at Local Office 9. 8. 1939 Port of Antwerp  
 No. in Survey held at Antwerp. Date, First Survey and Last Survey 31/7/1939  
 27083 on the Machinery of the Wood, Iron or Steel JOSEPHINE CHARLOTTE. (No. of Visits 1)

Gross 3422 Vessel built at Rotterdam By whom Rotterdam Droogd Maat Year. Month.  
 Net 2055 Engines made at do By whom do When 1929-4  
 Nominal 396 Boilers, when made (Main) 1929 (Donkey) ✓  
 Horse Power }  
 No. of Main Boilers 3 Owners Cie Maritime Belge (Lloyd Royal) Soc Anon Owners' Address  
 No. of Donkey Boilers 1 Managers Agence Maritime Internationale Port Antwerp Voyage ✓  
 Steam Pressure in Main Boilers 180 lbs. (if not already recorded in Appendix to Register Book.)  
 in Donkey Boilers ✓ X Surveyed in Dry Dock City Dry Dock Particulars of Classification (which must be inserted  
 (State name of Dock.) precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) T.S. condition

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? ✓

" " 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) Good

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? Yes 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? No

Has shaft now been changed? No 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 31/7/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

Is electric light and/or power fitted? ✓

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. Complete.

Vessel placed in dry dock. Propeller and outside fastenings examined  
 Screw shaft ch drawn, examined and found in order, Stern gland  
 deck ring slack, now renewed. Sternbush rewooded. Seaconnections  
 and steering engine opened up & examined.

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. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)  
 CS 2, 3, 4,  
 As far as now seen is in safe working condition and is eligible  
 in my opinion to remain as classed without fresh record of survey  
 and to have rotation of screw shaft seen ch 7.39.

Survey Fee (per Section 29) TS £350.— Fees applied for 9. 8. 1939  
 Special Damage or Repair Fee (if any) £ Received by me,  
 (per Section 29.) 19  
 Travelling expenses (if chargeable) £

Committee's Minute

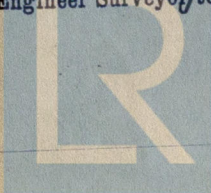
TUE 29 AUG 1939

Assigned

As now

H. B. Murray

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 61435-0200

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

*[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page. Some words like "boiler", "engine", and "repairs" are visible.]*

...placed in dry dock. Boilers and other fittings examined  
...staff of ... examined and found in order. ...  
...stock was examined. ...  
...up examined.

It is submitted that  
this vessel is eligible for  
THE RECORD  
17.39  
22/9  
16/8/42