

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

(Received at London Office 26 SEP 1939)

Date of writing Report 19/9/39 When handed in at Local Office 19/9/39 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 22977 Survey held at NORTH SHIELDS Date, First Survey 17 Aug Last Survey 15 Sept 1939 (No. of Visits 7)

on the Machinery of the Wood, Iron or Steel TANKER S/S DAGHESTAN

Tonnage { Gross 5742 Net 3532 Vessel built at SUNDERLAND By whom SHORT BROS LD. When 1921 12

Nominal Horse Power 573 Engines made at SUNDERLAND By whom J. BICKINSON & SONS LD. When 1921

No. of Main Boilers 3 BS Boilers, when made (Main) 1921 (Donkey)

No. of Donkey Boilers 1 Managers COMMON BROS LD. Owners' Address (if not already recorded in Appendix to Register Book.) Port NEWCASTLE Voyage

Steam Pressure in Main Boilers 160 LBS If Surveyed Afloat or in Dry Dock SMITHS. O.P. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) DOCKING. MS. COMP. & BS.

(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 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? YES

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 6.9.39 Present condition of funnel(s) GOOD

Did the Surveyor examine the Safety Valves of the Main Boiler? NO To what pressure were they afterwards adjusted under steam? 150 LBS

Did the Surveyor examine the Safety Valves of Donkey Boiler? YES To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? NO, and of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? YES, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? YES, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Donkey Boilers? YES, and of the Donkey Boilers?

Has 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?

Has shaft now been changed? If so, state reasons 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?

Has the shaft now fitted been previously used? YES 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 5/32

Is electric light and/or power fitted? YES

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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 COMPLETE. SEE ALSO NEWCASTLE RPT NO 97809

DOCKING: Propeller, outer end of stern bush, and outside fastenings of sea connections examined and found in good condition.

MS. COMPLETION: Electrical installation examined, electrical report attached hereto.

BS: This vessel has been laid up since 3.39 when all boilers were examined. Owners Supt requested internal examination at this time, with the view of deferring BS date

NON DONE: 3 main boilers examined internally and found in good condition; afterwards examined under steam and their safety valves adjusted to working pressure as stated above. Oil fuel installation examined under working conditions, fuel tank valves, deck control gear tried & found satisfactory, oil discharge pipes & joints found tight & sound.

General Observations, Opinion, and Recommendation: The machinery of this vessel so 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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

is in my opinion to remain as classed with fresh record of survey L.M.C. MS. 3.38 as previously recommended, and BS 9.39.

Survey Fee (per Section 29) £ 1 : 0 : 0 Fees applied for 25 SEP 1939

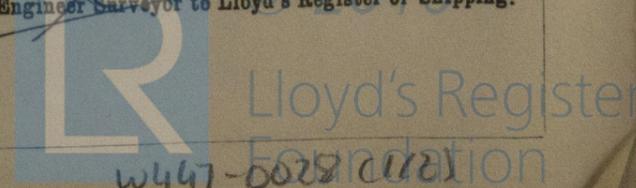
Special Damage or Repair Fee (if any) £ 2 : 0 : 0 Received by me, 19

Travelling expenses (if chargeable) £ : : : 19

Committee's Minute FRI. 13 OCT 1939

Assigned + L.M.C. MS. 3.38 BS. 9.39

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



Is a Certificate required? If so, to be sent to

North Shields
Machinery of the
S.S. DAGHESTAN

Particulars of Examination and Repairs
The machinery was examined on the 15th inst. and found to be in good condition.

Boilers. - The boiler was examined and found to be in good condition. The rivets were found to be tight and the plates were found to be of the correct thickness.

Engines. - The engines were examined and found to be in good condition. The pistons were found to be tight and the valves were found to be in good order.

S.S. DAGHESTAN.

Electrical Installation
The electrical installation was examined and tested and after minor repairs and modifications was found satisfactory. The following main cables have been renewed:-
Main switchboard & refrigerating machinery motor.
Main cables between switchboard and main motor junction box.
Field windings of generator re-insulated.

W.H. Bowen

Fee £1-0-0 See Rpt-9.

RETAIN