

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

(Received at London Office

12 OCT 1939

Date of writing Report 10-10-39 When handed in at Local Office 10-10-39 Port of Grimsey

No. in Survey held at Grimsey Date, First Survey 4 Last Survey 26-9-19-39
(No. of Vists)

0030 on the Machinery of the Wood, Iron or Steel "Kopanes"

Gross Tonnage 351 Vessel built at Beverly By whom Cook, Wells & Spymell Ltd. When 1915-3
Net Tonnage 165 Engines made at Hall By whom Amos & Smith Ltd. When "

Nominal Horse Power 100 Boilers, when made (Main) 1915 (Donkey)
No. of Main Boilers 1 Owners Kopans Stevedoring Co. Ltd. Owners' Address
No. of Donkey Boilers 1 Managers J. G. Little Port Grimsey Voyage

Working Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock dry, Shipway
Working Pressure in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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.

Where 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 required.

Has a damage report made by anyone else? If so, by whom? Insurance Surveyor.

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

Did this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler?

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 the 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?

Has the 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?

What is the date of examination of Screw Shaft? 26-9 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3 3/4

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

When the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

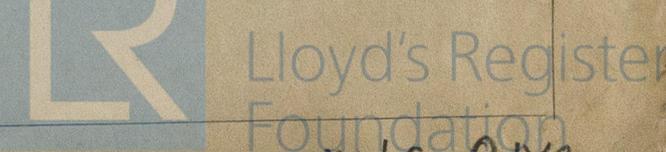
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Damage stated to have been sustained through stranding off Spurn Point on the 22/9/39.
Now done: Examined propeller, screw shaft, stern bush & outside fastenings of sea connections. Screw shaft tried for truth in place.
Repairs: Propeller renewed (all blades broken off at roots) cast iron

General Observations, Opinion, and Recommendation:—
(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.)
The machinery of this vessel is eligible, in my opinion, to remain as classed.
Note screw shaft examined Cl. 9-39

Survey Fee (per Section 29) £ : : Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :
Received by me, £ : :
Committee's Minute
Assigned As now

Clive Bell 020
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 46-0173

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