

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

(Received at London Office 120 JUN 1941)

Date of writing Report 3.6.1941 When handed in at Local Office 3.6.1941 Port of London.

No. in Reg. Book. 70236 Survey held at London. Date First Survey and Last Survey 30.5.1941. (No. of Visits one)

on the Machinery of the Steel Auditor Auditor Year. Month.

Tonnage { Gross 5444 Vessel built at Glasgow By whom C. Connell and Co. Ltd. When 1924 6
Net 3427. Engines made at Glasgow By whom Dunsmuir & Jackson Ltd. When 1924

Nominal Horse Power 538 Boilers, when made (Main) 1924 (Donkey)

No. of Main Boilers 3 Owners Charonle S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers T. J. Harrison Port Liverpool Voyage

Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock Albert Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers Last Report No. Port

Particulars of Examination and Repairs (if any) Docking.

(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? No

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

If this was not done, state for what reasons Boilers under Steam.

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 funnels efficient

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? 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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.

Now Done - Vessel placed in drydock and the propeller together with the outside fastenings examined and found in satisfactory condition.

Note - Owing to the vessel being urgently required the Manning of Transport would not sanction the drawing of the shaft on this occasion.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen

(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.)

is eligible in my opinion to remain as classed without fresh record.

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) £ : :

Committee's Minute FRI. 4 JUL 1941

Assigned As now

S. Crossley 2019
Engineer Surveyor to Lloyd's Register of Shipping.



W5-0051

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

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

