

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

(Received at London Office)

Date of writing Report 26 MAY 1937 When handed in at Local Office 26 MAY 1937 Port of HULL  
 Survey held at Hull Date, First Survey 4/5/37 Last Survey 21/5/1937  
 No. of Visits 8  
 Gross 7634 Vessel built at Sunderland By whom Short Bros Ltd. When 1922-9  
 Net 4725 Engines made at Newcastle By whom NE. Mar. Eng. Co. Ltd. When 1922  
 Main Power 642 Boilers, when made (Main) 1922 (Donkey)  
 of Main Boilers 3SB Owners Union Castle Mail S.S. Co. Ltd. Owners' Address London  
 of Donkey Boilers 220HP Managers King George Dry Dock Port London Voyage U.S.A.  
 Main Boilers 220HP Surveyed Afloat or in Dry Dock King George Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Donkey Boilers 220HP (State name of Dock.) Alexandra Dock.

st Report No. Port  
 Particulars of Examination and Repairs (if any) Shy & Rprs.  
 Medical Surveys, when held, must be reported in detail and serially 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 names and initials of any letters respecting this case.  
 In 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.  
 A damage report made by anyone else? If so, by whom?

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC 10.35
Shelter deck with platform		B.S. 10.36
10.36		T.S. (C) 10.36
SS for N° 3-10.35		
Fitted for oil fuel 10.22		
F.P. above 150°F		

personally go inside each Main Boiler separately and make a thorough examination at this time? No  
 Donkey " " " "  
 done, state for what reasons? Not due.  
 of the Boilers could not be thus thoroughly examined?  
 al means, in the absence of internal examination, were adopted by the  
 assure himself of the thorough efficiency of those parts of each Boiler?  
 of internal examination of each boiler  
 Present condition of funnel(s) efficient  
 or examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?  
 or examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?  
 or examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?  
 or examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?  
 or examine all the mountings of the Main Boilers? , and of the Donkey Boiler?  
 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?  
 now been changed? If so, state reasons  
 ft 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?  
 Examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"  
 parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?  
 ey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

done:-

Vessel placed in dry dock. The propeller and all outside fastenings examined, together with underwater sea connections, and found or placed in good order.

Repairs now done to Owner's account:-

H.P. turbine removed to shops & casing joint faces E-welded and refaced. All working parts examined and found in good order. Several lengths of steel steam piping (wet steam supply to superheater) 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. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or CS 3, 4, 140 lb., E.D., &c.)  
 so far as now seen, is in safe working condition, eligible in my opinion to remain as classed, without fresh record.

Fee (per Section 29) £ : Fees applied for  
 Damage or Repair Fee (if any) £ :  
 (per Section 29.)  
 ing expenses (if chargeable) £ :  
 Received by me,

Committee's Minute  
 Signed As above  
 4 JUN 1937  
 J. A. Orle & M. B. Edwards  
 Engineer Surveyor to Lloyd's Register of Shipping.