

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

(Received at London Office 17 NOV 1942)

Date of writing Report 14. 11. 1942, When handed in at Local Office 14. 11. 1942 Port of Aden

No. in Reg. Book 77349 Survey held at Aden Date, First Survey 2. 11. 42 Last Survey 14. 11. 1942  
on the Machinery of the Wood, Iron or Steel "S.S. LAGOSIAN" (No. of Vents 6)

Tonnage { Gross 5444 Vessel built at Greece By whom Greece Dockyard Co. When 1920-9  
 Net 3258 Engines made at Greece By whom O. Roman & Co. Ltd. When 1920-9

Nominal Horse Power 624 Boilers, when made (Main) 1920 (Donkey) ✓  
 No. of Main Boilers 2 Owners United Africa Co. Ltd. Owners' Address Aden  
 No. of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 225 lb. If Surveyed Afloat or in Dry Dock Afloat Port Aden Voyage ✓  
 in Donkey Boilers ✓ (State name of Dock.) Aden Dock

Last Report No. 17290 Port Aden

Particulars of Examination and Repairs (if any) B.S.

(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? ✓

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 1.9.42 1.2.42 1.12.42 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 225 lbs/ft<sup>2</sup>

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? Yes 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? Yes and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes 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 betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

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  
The three main boilers examined in their entirety with mountings & found or placed in good condition. Minor repairs effected. Boilers examined under steam & their safety valves adjusted to 225 lbs/ft<sup>2</sup>.

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 CS 2, 24, 140 lb., F.D. &c.)  
Nothing in my opinion to remain as classed with first class of B.S. 11. 42.

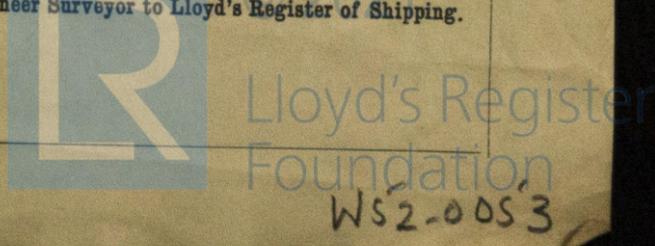
Survey Fee (per Section 29) 185 £ 4.00 Fees applied for 6 NOV 1942  
 Special Damage or Repair Fee (if any) (per Section 29.) £ ✓  
 Travelling expenses (if chargeable) £ ✓ Received by me, A.R. Roman  
 19 19

Committee's Minute Assigned BS 11. 42 9

CHARACTER. (For Special Survey Date of last Survey and of Periodical Surveys.)	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>B.I.M.C.</u>		<u>B.I.M.C.</u>
<u>With funnel</u>		<u>10. 41.</u>
<u>7. 42</u>		<u>75. 12. 84</u>
<u>1. 11. 43</u>		
<u>10. 41.</u>		
<u>Fitted for oil fuel 9. 20</u>		
<u>E.P. above 175°F.</u>		

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

WS2-0053



DS due 10.62 held.  
It is submitted that  
this vessel is eligible for  
THE RECORDS DS 1662.

A. J. W.  
25/11/62.



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