

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

(Received at London Office 19 AUG 1935)

Date of writing Report 17. 8. 35 when handed in at Local Office 17. 8. 35 Port of SOUTHAMPTON.

No. in Reg. Book. 33585 Survey held at SOUTHAMPTON. Date, First Survey 15th AUG. 35. Last Survey 17. Aug 1935 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel TWIN SC. "SHELL MEX 2."

Tonnage Gross 545 Net 203 Vessel built at DORDRECHT By whom N.V. SCHWAB. DORDRECHT. When 1915-12 mo

Nominal Horse Power 357 Engines made at AMSTERDAM. By whom D. GOEDKOOP, JR. When 1924-7. (Donkey) 1915

No. of Main Boilers 1 Owners ANGLO-SAXON PETROLEUM CO. LD Owners' Address (if not already recorded in Appendix to Register Book.) Port LONDON Voyage

No. of Donkey Boilers 1 Managers Steam Pressure in Main Boilers 100-10 1/2 If Surveyed Afloat or in Dry Dock No 4 DRY DOCK (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned for survey.	Machinery and Boiler Surveys (including date of N.B. if any).
+100 A.L. 2,35.		+N.E. 7,24
S.S. CEE. N°3-5,28.		+L.M.C. 8,32.
S.S. BKN. N°1-32.		D.B.S. 2,35.
		O.G. 1,34

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?

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

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has 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 reason? 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? 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 16" P.S. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

Vessel placed in dry dock, propellers and outside fastenings examined.

Wear down as stated.

NOTE: Nothing done at this time to advance Continuous Survey.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as now (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.&N.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

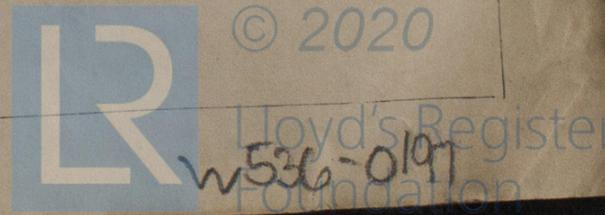
sun, is in good condition and eligible, in my opinion to continue as classed without fresh record.

Survey Fee (per Section 29)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£	:	:	19
Travelling expenses (if chargeable)	£	:	:	Received by me, 19

J. Anderson. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 AUG 1935 Assigned As now

TUE. 20 OCT 1936 FRI. 11 DEC 1936 TUE. JAN 12 1937



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

OIL ENGINE CONTINUOUS SURVEY

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

Docking

C.S. not advanced.

It is submitted that
this vessel is eligible to
remain as **OLASSED**.

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27/8/35.



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