

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

(Received at London Office 27 JUL 1935)

Date of writing Report 25-7-1935 When handed in at Local Office 1935 Port of Rotterdam  
No. in Reg. Book 7077 Survey held at Schiedam Date, First Survey 18-7-35 Last Survey 22-7-1935  
7077 on the Machinery of the Wood, Iron or Steel S/S. ACHATINA (No. of Visits 3)  
Tonnage Gross 5033 Net 3506 Vessel built at Oakland, Cal. By whom Union Const. Co. When 1911  
Engines made at Hamilton, V. By whom Howden, Down & Rendell, Ltd. When 1911  
Boilers, when made (Main) 1911 (Donkey) 1921  
Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address London  
Managers Anglo-Saxon Petroleum Co. Ltd. (if not already recorded in Appendix to Register Book.)  
Port London Voyage London  
No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb in Donkey Boilers 110 lb  
If Surveyed Afloat or in Dry Dock New Waterway Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port  
Particulars of Examination and Repairs (if any) BS & Gen Exam.

(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? Yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? All parts 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 18-7-35 present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? to 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 110 lb

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

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

Has screw shaft now been drawn and examined? No 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? No

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

State date of examination of Screw Shaft 18-7-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/4"

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

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

Vessel placed on porttack, Propeller, afterend of shaft and stemtube and fastenings examined and found good  
Examined all 3 main boilers internally and externally their mountings and safety valves and found same good.  
Examined the Donkey boiler internally and externally its mountings and safety valves and found same in order  
All machinery generally examined and found in order

General Observations, Opinion, and Recommendation:— The machinery is 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.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)  
in order and I am of opinion that this vessel is eligible to remain as clasped with fresh record of BS. 7.35.

Survey Fee (per Section 29) £62.50 Fees applied for 25.7.1935  
Special Damage or Repair Fee (if any) £ Received by me 10.8.1935  
(per Section 29.)  
Travelling expenses (if chargeable) £2.50

Committee's Minute TUE. 13 AUG 1935 FRI. 21 FEB 1936

Assigned J.S. 735

