

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

(Received at London Office)

Date of writing Report 26-5-1939 When handed in at Local Office 10 Port of Rosterdam
 No. in Survey held at Schiedam Date, First Survey 2-3-39 Last Survey 20-5-1939
 Reg. Book. 11454 on the Machinery of the Wood, Iron or Steel "PHOENIX" (No. of Plates 6)
 Tonnage Gross 7188 Vessel built at Flensburg By whom Flensburger Schiffes-Ges. When 1915
 Net 4530 Engines made at do. By whom do. When do.
 Nominal Horse Power 695 Boilers, when made (Main) 1915 (Donkey)
 No. of Main Boilers 4 Owners Polars Cia. de Navegacion, Ltda. Owners' Address Polars Cia. de Navegacion, Ltda.
 No. of Donkey Boilers 1 Managers Wilton's Yard Port Schiedam Voyage Panama. v.o.
 Main Pressure 185 lb. # Surveyed Afloat or in Dry Dock Wilton's Yard Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 No. of Donkey Boilers 1

Last Report No. PortParticulars of Examination and Repairs (if any) Comp. MS. 125.13

Periodical Surveys, when held, must be reported in detail and variation 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 dates and initials of any letters respecting this case. 1-7-38, 6-7-38

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

is a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

his was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

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?

the latest date of internal examination of each boiler 3-39

the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 185 lb.

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers?

screw shaft now been drawn and examined? Yes

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?

shaft now been changed? no If so, state reasons

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?

date of examination of Screw Shaft 20-3-39

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft unwooded

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

did the Surveyor examine the generators, motors, switchgear, cables and fuses?

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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, screwshaft drawn, examined and found good. Propeller, stern bush and fastenings examined and found good. Lignum vitae renewed.

Reconnections and fastenings examined and found good. Outlet valve chest from condenser examined.

Examined all 4 boilers internally and externally, their mountings and fittings and found in good condition.

Painting arrangements all lead bends in engine room, stokehold and double bottom tanks

4 and 5, removed and replaced by steel in acc. with the fitting of oilfuel burning arrangements

oilfuel burning arrangement fitted as per approved plan and specification 15-1-39.

all requirements of Sec. 20 as far as applicable applied.

all tried under working condition and found in order.

General Observations, Opinion, and Recommendation:—The machinery and boilers being 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, E.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

a good condition I am of opinion that the vessel is eligible to remain as

classified with fuel record of L.M.C. MS 6-38 BS 5-38 and notation 7.5 sec 3-39.

fitted for oilfuel burning.

Fee (per Section 29) £195.00 Fees applied for £75.19 39

Damage or Repair Fee (if any) £ Received by me, 19

Expenses (if chargeable) £6.50

Committee's Minute 2 JUN 1939

Signed L.M.C. No. 6.38 BS 5.39

Issued for oil fuel 5-39

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W69-0012

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

Is a Certificate required? If so, to be sent to the Bureau Address