ot. 9.

No. 2614

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

(Received at London Office FEB -5 1941)

e of writing Report 7.12.40 When handed in at Local Office 7.12.40 Port of PORT SAID

in Book. Survey held at Suez Date, First Survey 24.11.40 Last Survey 24.11.1940 (No. of Visits 1)

38 on the Machinery of the ~~Wood, Iron or~~ Steel sc "RETRIEVER"

Year. Month.

e { Gross 674 / Net 331

Power 91

Main Boilers 1 SB

onkey Boilers ✓

Pressure— in Boilers 120 lb

nkey Boilers ✓

Vessel built at Goole By whom Goole S.B. & Repg. Co. Ld. When 1909 7

Engines made at Middlesboro By whom Richardsons, Westgarth & Co. Ltd. When 1909

Boilers, when made (Main) 1909 (Donkey) ✓

Owners Cable and Wireless, Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Sir Edward Wilshaw, K.C.M.G. Port London Voyage ✓

If Surveyed Afloat or in Dry Dock Khedivial Drydock Suez (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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1.		+LMC 4.39
4.40		B.S. 4.40
S.S. MLT. 2ND No. 3 - 1.35		T.S. C.L. 11.37
S.S. MLT. No. 1 - 39		
Cable Vessel		

Report No. Port

ticulars of Examination and Repairs (if any) Dock: T.S.

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and s being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

age cases where the Survevor has not made a special damage report he is required to state whether he ered his services for this purpose, and why they were declined ✓

damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No ✓

" Donkey " " " ✓

vas not done, state for what reasons? Boiler not due for survey.

at parts of the Boilers could not be thus thoroughly examined? ✓

at special means, in the absence of internal examination, were adopted by the yor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

test date of internal examination of each boiler ✓ Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

urveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

urveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

w 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? ✓

ft now been changed? NO If so, state reasons ✓

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? ✓

e of examination of Screw Shaft 24-11-40 State the distance between lignum vitæ ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft 1/8"

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

l the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

urvey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

ssel placed in drydock. Propellet, stern bush, screw shaft, nd outside fastenings of sea connections examined. ll found in good condition.

eral Observations, Opinion, and Recommendation:— The machinery of this

te 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 ✠LMC 140 lb., F.D., &c.) CS.3,34,

sel, as now seen, is eligible in my opinion to remain classed, with record of T.S. now seen C.L. 11.40.

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

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

Fee (per Section 29) T.S. £E 4.095 Fees applied for 6.12.1940 P.H.B.

Damage or Repair Fee (if any) (per Section 29.) £ : :

ng expenses (if chargeable) £ : : Received by me, 6.12.1940

P. H. Balfour.

Engineer Surveyor to Lloyd's Register of Shipping.

mittee's Minute TUE 25 FEB 1941

gned As now

W76-0103

It is submitted that this vessel is eligible to remain as CLASSED.

S.11.40

24.2.41