

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

(Received at London Office)

FEB - 5 1941

Date of writing Report 7.12.40 When handed in at Local Office 7.12.40 Port of PORT SAID
 in Survey held at Suez Date, First Survey 24.11.40 Last Survey 24.11.1940
 on the Machinery of the WOODMAN Steel & RETRIEYER (No. of Visits 1)

Gross 674 Vessel built at Gool By whom Gool S. B. & Lepp, Co. Ltd. When 1909 7
 Net 331 Engines made at Middleboro By whom Richardsons, Westgate & Co. Ltd. When 1909
 Power 91 Boilers, when made (Main) 1909 (Donkey)
 Main Boilers 155 Owners Cable and Wireless, Ltd. Owners' Address
 Donkey Boilers ✓ Managers St Edward Wilshaw, K.C.M.G. Port London Voyage
 Pressure in Boilers 120 lb If Surveyed Afloat or in Dry Dock Khadival Drydock Suez
 Donkey Boilers ✓ (State name of Dock.)

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Dock: T.S.

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).
<u>T100 A.1.</u>		<u>T LMC 4.39</u>
<u>4.40</u>		<u>B.S. 4.40</u>
<u>S.S. M.T. 2nd No. 3 - 1.35</u>		<u>T.S. C.H. 11.37</u>
<u>S.S. M.T. No. 1 - 39</u>		
<u>Cable Vessel</u>		

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has 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? NO

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? _____

Were any parts of the Boilers not examined? Boilers not due for survey.

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? _____

What was the latest date of internal examination of each boiler? _____ Present condition of funnel(s) Good

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 Boilers? _____

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

Has the 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? _____

Has the shaft now been changed? NO 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? _____

What was the date of examination of Screw Shaft? 24-11-40 State the distance between lignum vitae _____ of stern bush and top of after bearing of screw shaft 1/8"

Were 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? _____

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

Was the survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

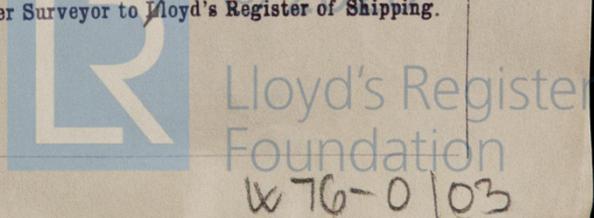
Were all parts placed in drydock. Propeller, stern bush, screw shaft, and outside fastenings of sea connections examined. All found in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as now seen, is eligible in my opinion to remain classified, with record of T.S. now seen C.H. 11.40.

Fee (per Section 29) T.S. £4.095 Fees applied for 6.12.1940
 Damage or Repair Fee (if any) _____
 Expenses (if chargeable) _____
 Received by me, 6.12.1940

P. Y. Balfour
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute DUE 25 FEB 1941
 Signed As now



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

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

S. 11.40

4
MAY
24.2.41

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