

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

(Received at London Office)

SEP 10 1940

Date of writing Report 9th Sept 19 When handed in at Local Office 9-9-19 40 Port of SwanseaNo. in Reg. Book. Survey held at Port Talbot Date, First Survey 1 Last Survey 29th May 1940
85968 on the Machinery of the Wood, Iron or Steel "W. HENDRIK" (No. of Visits 1)

Tonnage Gross 4360 Vessel built at Haverhill-on-Tees By whom Furness S B Co Ltd When 1925-3
Net 2711 Engines made at Middlesbrough By whom Richardson Welford & Co Ltd When 1925-
Nominal Horse Power 376 Boilers, when made (Main) 1925 (Donkey) -
No. of Main Boilers 2 SB Owners Eugene Shipping Co Ltd Owners' Address -
No. of Donkey Boilers 1 Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock afloat Port Newcastle Voyage -
in Donkey Boilers -

Last Report No. 53589 Port Off

Particulars of Examination and Repairs (if any) Port BS

(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? no

" " Donkey " " " "

If this was not done, state for what reasons? Starboard boiler safety valves now set in advancement of survey see also Cardiff Rpt.

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

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? no

To what pressure were they afterwards adjusted under steam? 180 lbs

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 screw shaft now been drawn and examined? 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 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?

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

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

Is electric light and/or power fitted

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

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

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

No complete survey for record of BS 8.40 Two plain tubes in port boiler require to be renewed, No definite arrangements could be made for completion.

Now done Safety valves of Starboard boiler adjusted under steam

General Observations, Opinion, and Recommendation:—

(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, R.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Still in my opinion to remain as classed and to have fresh record of BS 8.40 when survey has been completed as above.

Survey Fee (per Section 29) £ : :

Fees applied for 30-8-1940.

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

Received by me, 19

Travelling expenses (if chargeable) £ 8 : -

Committee's Minute

Assigned

TUE. 24 SEP 1940

BS 8.40 Subject

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W92-0078