

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

(Received at London Office. 13 1940)

Date of writing Report 6.4.40 When handed in at Local Office 6.4.40 Port of Lusak

No. in Reg. Book. 36092 Survey held at Lusak Date, First Survey 2.4.40 Last Survey 5.4.1940 (No. of Visits two)

on the Machinery of the Wood, Iron or Steel S/S VIDO

Tonnage { Gross 1919 Net 1176 Vessel built at Kiel By whom Horncliffs Werke Year. Month. When 1906 8^{mo}

Nominal Horse Power 206 Engines made at Kiel By whom Horncliffs Werke When 1906

No. of Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) —

No. of Donkey Boilers 1 Owners Gesellschaft der Dampfschiffahrtsgesellschaft Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 185 lb Managers Port Daburuk Voyage

in Donkey Boilers — If Surveyed Afloat or in Dry Dock Afloat 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

(Periodical Surveys, when held, must be reported in detail and serially 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?

" " Donkey " " "

If this was not done, state for what reasons?

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

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft

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

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

Now done: both main boilers examined throughout with mountings and safety valves doors and fastenings and found to be in efficient working condition.

port Boiler: centre C.E. backplate found somewhat deformed.

Safety valves of both main boilers adjusted under steam as above.

Repairs now satisfactory carried out:

port Boiler: 7 wasted or broken screw stay removed.

starboard Boiler: 2 wasted screw stay removed.

General Observations, Opinion, and Recommendation:— The vessels machinery is in my

(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.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

opinion eligible to remain as now classed with level of BS-4.40

Survey Fee (per Section 24) Guineas £ 835-00 Fees applied for 6.4.1940

Special Damage or Repair Fee (if any) (per Section 29) £ 45-00 Received by me, 19

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W93-0083

B.S. due 3.40 Held
A number of defective Slips renewed

It is submitted that
this vessel is eligible for
THE RECORD.

B.S. 4.40

4th

19. 4. 40

Subject to the
DONKEY BOILER
not being used



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