

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

Date of writing Report Dec 3 40 When handed in at Local Office Dec 3 40 Port of New York  
 No. in Reg. Book 69226 Survey held at Hoboken N.J. Date, First Survey 13<sup>th</sup> Nov Last Survey 18<sup>th</sup> Nov 1940  
 on the Machinery of the Wood, Iron or Steel M.V. "AGNITA" (No. of Visits 4)  
 Tonnage Gross 3552 Vessel built at Newcastle By whom Hawthorn Leslie & Co Ltd. Year. Month. 1931 '8  
 Net 2019 Engines made at Amsterdam By whom Werkspoor When 1931  
 Nominal Horse Power 476 Boilers, when made (Main) (Donkey) 1931  
 No. of Main Boilers ✓ Owners Anglo-Saxon Petroleum Co Ltd. Owners' Address  
 No. of Donkey Boilers 1 Managers Port Voyage  
 Steam Pressure in Main Boilers ✓ 150 Surveyed Afloat AND in Dry Dock Tutgen & Lang D.D. Co.  
 in Donkey Boilers 150 (State name of Dock.)

Last Report No. Port  
 Particulars of Examination and Repairs (if any) taking repairs

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

Present condition of funnel(s)

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 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 shaft now been changed? Yes If so, state reasons Surface of liner in poor condition.

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes 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 Nov 13<sup>th</sup> State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft blue

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

Is electric light and power fitted Yes

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 C.S.

Inspected the vessel placed in dry dock, propeller, stern tube & its fastenings, and the fastenings of the sea connections examined & found in now placed in good order.

The Tail shaft drawn for examination, liner of shaft found in bad condition in way of stuffing box. The stern tube rewooded and the used spare tail shaft fitted, in good order. One propeller blade clipped at tip, brayed & dressed up.

M.C.-CS. Main engine No. 3 Cylinder, liner, lead, piston, rod, valves & gear. Nos. 1, 2 & 4 Crank shaft journals & bearings. Port starting air tank, internally. Two main engine blast air bottles, internally. Main engine piston cooling water pump all examined and good.

D.B.S. The donkey boiler examined in & out with valves & mtop. The boiler examined under steam & its safety valves adjusted. Steam pipes found good when exposed. S.R. Ltd Condenser examined, to take in fresh water. Condenser pipes. Water box not renewed at this time. Condenser efficient meantime.

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 140 lb., P.D., &c.)

The Machinery of this vessel is eligible, in my opinion to remain as classed with full name of + L.M.C.-CS (with date) when the survey has been completed, also D.B.S. 11-40 and Tail shaft seen 11-40.

Survey Fee (per Section 29) L.M.C.-CS \$25.00

Special Damage or Repair Fee (if any) D.B.S. 15.00  
CL 20.00

Travelling expenses (if chargeable) £

Fees applied for

Received by me,

19

Committee's Minute

Assigned to now

D.B.S. 11, 40 T.S. 11, 40  
Subject

NEW YORK DEC 4 - 1940

M. Belton  
 Engineer Surveyor to Lloyd's Register of Shipping.



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Report of Survey for Rogers, Co., of Engines and Boilers

Section 17  
M.V. ADWITA  
Horsepower 13  
Boiler 12  
Engines 12  
1891

Examination of Engines and Boilers  
+ 100 A1  
8-28  
12 1/2 H.P.  
Boiler  
Engines  
1891

Surface of boiler in fair condition  
1891

The boiler is in good condition, after that it is fastened and the fastenings of the boiler examined and found in good order. The boiler is in good condition, after that it is fastened and the fastenings of the boiler examined and found in good order. The boiler is in good condition, after that it is fastened and the fastenings of the boiler examined and found in good order.

The fastenings of the boiler are in good order, after that it is fastened and the fastenings of the boiler examined and found in good order. The boiler is in good condition, after that it is fastened and the fastenings of the boiler examined and found in good order.

Noted  
Subject to water box of steam  
condenser being cleaned  
at first opportunity.

14/1/41