

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 24 AUG 1949)

Date of writing Report 8.8.49 When handed in at Local Office 19..... Port of LIVERPOOL

No. in Survey held at Birkenhead Date. First Survey 22/6/49 Last Survey 5/8/1949 (No. of Visits 18)

56271 on the Machinery of the Wood, Iron or Steel TSMV "D.L. HARPER"

Gross 12241 Vessel built at Hamburg. By whom Deutsche Werft A.G. Bet. When 1933 9
 Net 6588 Engines made at Augsburg. By whom Maschinenfabrik Augsburg-Nürnberg A.G.
 Nominal 1560 Boilers, when made (Main) (Donkey) 1933
 of Main Boilers - Owners Anglo American Oil Co.Ld. Owners' Address
 of Donkey Boilers 4 Managers Esso Transportation Co.Ld. Port London. Voyage
 Main Pressure -
 Main Boilers -
 Donkey Boilers 200

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)
*100A1 9,48.		*LMC CS 9,48
SS. BKN. 9,48.		9,48
		DBS 9,48.
		TS CL(PN) 9,48
		(S) 8,48.
		Oil Engine.
		Carrying petroleum in bulk.

Particulars of Examination and Repairs (if any) CS, TS, Docking SRC

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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. None reported

Has a damage report made by anyone else? If so, by whom? Yes

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

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

What parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

What is the latest date of internal examination of each boiler? Scotch 19.7.49, W. Heat 21.7.49

What is the present condition of funnel? Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft Port 27.6.49 State the wear down in the stern bush P 100/1000 S 110/1000 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done. Examined the propellers, sea cocks and valves, & fastenings. Port tailshaft drawn & examined. Both Scotch Boilers, both W.H. boilers, & economisers, with doors, & mountings. Afterwards under steam, all safety valves adjusted. Oil burning & fire extinguishing apparatus under working condition. Main engines Port & Starboard: All cylinders, pistons, liners, covers, crossheads & crankpins, top and bottom end beamings. Both thrusters. P & S Scavenger pumps (pistons, cylinders & valves only) Steering engine & windlass

(CONTINUED)

General Observations, Opinion, and Recommendation: The Machinery of this vessel is eligible

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)
 In our opinion to remain as classed with fresh record of + LMC, CS with date of completion. Port TS(CL) seen 6.49. DBS 8.49 now. Without special condition regarding windlass cylinders.

Survey Fee (per Section 29) BS 15.0.0 TS 3.0.0 Fees applied for 17 AUG 1949
 Special Damage or Repair Fee (if any) £ 12.12.0 Received by me, Cur Reed
 Late attendance 3.3.0
 Travelling expenses (if chargeable) £ 1.6.0

LIVERPOOL 23 AUG 1949
 As now, without Special Conditions.
 D.B.S. 8.49. T.S.(P) 6.49.



Oil Engines CONTINUOUS SURVEY

"D. L. HARPER"C.S. (Continued)

Examined both steam dynamic engines;
 Condenser circulating pump,
 Steam bilge pump,
 Domestic F.W. pump,
 Two feed pumps,
 Fire & Butterworth pump,
 Standby J.C.W. pump,
 Standby P.C.W. pump,
 Standby lub. oil pump,
 Condensate pump,
 Sanitary pump,
 All attached (10) pumps (and also attached
 feed pumps),
 Two cargo pumps,
 Vertical stripping pump,
 Main cooler,
 Lub. oil cooler,
 P & S. Settling tanks.

Repairs: M. Eng. Liners Stab No 1, 2, & 4 (top & bot) renewed,
 Pistons Port No 3, Stab No 1 & 4 renewed,
 Two new spare pistons assembled,
 Bottom ends (Port No 2 & No 3) re-metalled.

Stab. Scotch Blr: 3 plain tubes renewed,
 All boiler check valves removed, tested & re-jointed,
 Economisers (feed pre-heater) removed, cleaned, tested
 & re-assembled.

Port W. H. Boiler one tube renewed.

No. of steam pipes tested.

Some heating coil lines renewed & tested.

Some steam smothering & main cargo lines renewed & tested.

No. of valves & fittings renewed & tested.

Windlass cylinders renewed. Bearings adjusted.

Con. pump bearings re-metalled.

Pumps overhauled & adjusted.

Minor repairs effected.

Licence checked.

Main engines afterwards tried under working conditions.

S.R.L. Windlass cylinders now renewed.

