

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

No. 5793.

(Received at London Office...)

Survey held at DUBLIN. Date. First Survey 27 Feb. Last Survey 3 Nov. 1942

on the Machinery of the Wood, Iron or Steel "GOLDFINDER"

Vessel built at HARBURG By whom G. RENCK, JUN. K.G. When 1938-6

Engines made at MANNHEIM By whom MAN WERKE MANNHEIM A.G. When 1938

Boilers, when made (Main) (Donkey) Owners H. J. WILSON. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers H. J. WILSON. Port LONDON. Voyage

Surveyed Afloat or in Dry Dock RINGEND.

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.

Y-axis assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).

+100A1 11.41 +LHC 6.38

+LHC(M) 2.40

TS 00. 11.41

oil ENG.

Present condition of funnel(s)

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

and of the Donkey Boilers?

and of the Donkey Boilers?

and of the Donkey Boilers?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

oil gland

Is electric light and/or power fitted

Yes.

Yes.

Yes.

Yes.

Yes.

M.V. "GOLDFINDER"

Auxiliary compressor, cylinder piston and valves examined.

Air receivers examined internally. Air pressure pipes cleaned.

Fuel storage and daily service tanks their fittings and connections examined.

The valves, cocks, pipes and strainers of the pumping arrangement examined.

Electrical equipment examined. The voltmeter and ammeter have been sent to England for repairs and were not returned in time to be fitted before the vessel was ready for sea. These will be fitted as soon as received and the electrical equipment tested under working conditions.

The vessel was taken to sea and a four hours trial under full working conditions was carried out and the engines during this trial ran satisfactory. The manoeuvring of the engines was tested and found satisfactory.

Repairs wear & tear

Auxiliary engine cylinders liners renewed, piston rings renewed, valve gear adjusted.

Main injection valve shifted from bottom of vessel to ledge strake.

New bronze propeller fitted 5' 2½" dia. 3' 11½" pitch.

Bridge section & overboard discharge pipes altered or renewed to suit new engines. With these exceptions there was no alteration made to the pumping arrangements, auxiliary or fittings.

The reason for removing the main injection valve to the ledge strake was that the cylinder water jackets of the old engines were constantly being choked with mud. This vessel works a good deal in shallow harbours.

R. B. Green.



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