

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

(Received at London Office)

SEP 1947

Date of writing Report 17. 7. 1947. When handed in at Local Office 19 Port of Curacao, N.W.I.
 in Survey held at Willemstad, Curacao, N.W.I. Date, First Survey 9. 7. 47 Last Survey 12. 7. 1947.
 Book (No. of Visits 2)
 on the Machinery of the ~~Wooden~~ Steel S. S. "KUPHUS" Year. Month.

Gross 6493 Vessel built at Newcastle By whom Palmers' Co. Ltd. When 1915 12
 Net 3924 Engines made at Newcastle By whom Palmers' Co. Ltd. When 1913
 (Donkey)
 Main Boilers 3 Boilers, when made (Main) 1913
 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Port London Voyage
 Main Boilers 220 lbs Managers - Do -
 If Surveyed Afloat or in Dry Dock Beatrix
 (State name of Dock.)

Report No. Port
 Particulars of Examination and Repairs (if any) Emergency Dkg.

Periodical Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where a damage report has not been made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom? no

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Was a Donkey boiler examined? not due

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

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?

Latest date of internal examination of each boiler

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 the 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 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 the 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 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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.

Done:- Vessel placed in drydock, propeller and outside fastenings examined and found satisfactory repairs at this docking.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now seen is

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

CS 3,34,

is in my opinion to be retained as now classed without fresh record of survey.

Signature of Surveyor

Signature of Committee's Minute

Signature of Party

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	10,46	*LMC 5,43
Examined	10,46	B.S. 10,46
ss.Hfx.No.3-926		C.L. 5,46
ss.Bkn. No.2-34		
Carrying homogen. oil fuel cargo		<i>fitted for oil fuel & Patow 1917</i>
in bulk. F.Pabovest. of.		
<i>Mod 55.5.43</i>		

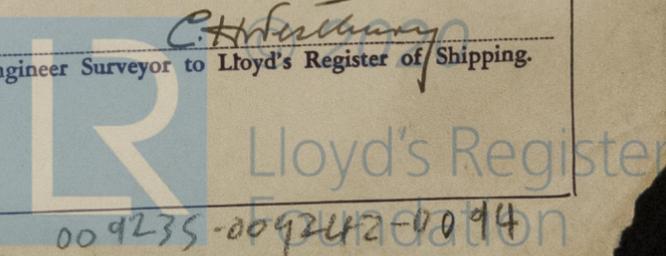
Present condition of funnel(s) Good

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?

Is electric light and/or power fitted? Yes

Engineer Surveyor to Lloyd's Register of Shipping.



TUES. 7 OCT 1947

As now

009235-009242-0094

Is a Certificate required? If so, to be sent to

Insert Character of Ship and Machinery precisely as in the Register Book

It is submitted that this vessel is eligible to remain **CLASSED.**

Y. H. H.
10.2.47

