

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

(Received at London Office 29 OCT 1941)

Date of writing Report 21. 10. 1941 When handed in at Local Office 21. 10. 1941 Port of London.

Survey held at London Date First Survey 6. 10. 41 Last Survey 20. 10. 1941
26 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Antiope (No. of Visits 3)

Gross 4545 Vessel built at Glasgow By whom Napier and Miller Ltd. Year. Month. 1930 1
Net 2835 Engines made at Greenock By whom J.G. Kincaid & Co. When 1930
418 Boilers, when made (Main) 1930 (Donkey) ✓
Main Boilers 3 Owners New Egypt & Levant Shipping Co. Ltd. Owners' Address
Donkey Boilers ✓ Managers T. Bowen Rees & Co. Ltd. Port London. Voyage
Pressure— 180 lbs If Surveyed Afloat or in Dry Dock Millwall Dry Dock
Main Boilers ✓ (State name of Dock.) Survey Dock Afloat.

Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Docking

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

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has a special 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? No

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

Where a thorough examination was not done, state for what reasons Blv. Survey not due

Were any parts of the Boilers could not be thus thoroughly examined? ✓

Were any 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? ✓

What was the 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 the 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? No

Has the shaft now been changed? No If so, state reasons. 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? ✓

What was the latest date of examination of Screw Shaft? 6. 10. 41 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft. fit

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

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? ✓

Where the survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Work done:— Vessel placed in drydock. Screw shaft drawn in and examined being found in order the stern bush being re-wooded. Propeller, outside fastenings of sea cocks examined and found in order, all sea cocks being opened up for examination and likewise found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as 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.)
The vessel is in good and efficient condition, and eligible in our opinion to remain as classed with fresh record of T.S. C.L. 10.41.

Fees applied for: £ : :
Damage or Repair Fee (if any) (per Section 29.) £ : :
Expenses (if chargeable) £ : :
Received by me, £ : :
19

Committee's Minute TUE. 18 NOV 1941

Approved Ad now

B. Crossley & P. Weston 20
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W3-0053

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

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

