

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

(Received at London Office

-4 MAY 1935

Date of writing Report 27 April 1935. When handed in at Local Office 29 APR 1935 Port of LIVERPOOL
No. in Reg. Book Survey held at Liverpool. Date, First Survey 16 April Last Survey 23 April 1935
70769 on the Machinery of the Wood, Iron or Steel Iron S. Accra (No. of Visits 4)

Tonnage { Gross 9337 Vessel built at Belfast By whom Harland & Wolff When 1926-8
{ Net 5471 Engines made at Belfast By whom Harland & Wolff When 1926
Nominal Horse Power 1651 Boilers, when made (Main) (Donkey) 1926
No. of Main Boilers ✓ Owners Alder Transport Line, Liverpool Owners' Address (if not already registered in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers ✓ Port Liverpool Voyage ✓
Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock Dock (State name of Dock.) Queens Dry Dock
in Donkey Boilers ✓

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any) OK + Condtn

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " no

If this was not done, state for what reasons? not due

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 ✓

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 Boiler? ✓

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

Has screw shaft now been drawn and examined? no 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 shaft now been changed? ✓ If so, state reasons ✓

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 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 D.S. Close

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

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

Examined the Pat ford Air Reservoir And the S'wd after Reservoir.
Examined No 3 Auxiliary Engine Compressor over all parts.
Examined propellers And fastenings of Sea Connections.
Examined new injection valve fitted to Ship's side (S'wd) for Refuperator how installed.
The above may be noted as part of the next CS.

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

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : ✓ Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :
Received by me, 19

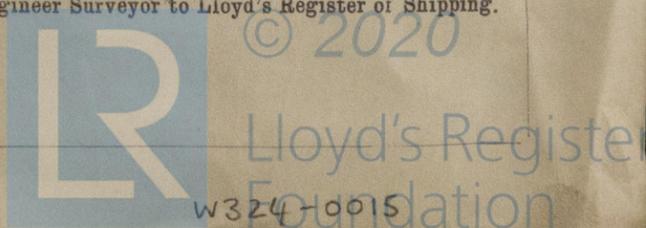
R. S. Atkinson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 3 MAY 1935

Assigned As now.

W. C. S.

W. C. S.



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

OIL ENGINE CONTINUOUS SURVEY

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

Notes
Ym
9.5.35

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