Rpt. 9.

No. 105391.

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. 70769. Survey held at Liverpool. Date, First Survey 16 April Last Survey 23 April 1935. (No. of Visits 4.)

on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc. Accra

Tonnage { Gross 9337. Net 5471.

Nominal Horse Power { 1651.

No. of Main Boilers ✓

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boilers ✓

Vessel built at Belfast. By whom Harland & Wolff Ld When 1926-8.

Engines made at Belfast. By whom Harland & Wolff Ld When 1926.

Boilers, when made (Main) ✓ (Donkey) 1926.

Owners Alex Empsler Lines Ld Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Liverpool. Voyage ✓

If Surveyed Afloat or in Dry Dock Dock (State name of Dock.) Queens Dry Dk.

Last Report No. ✓ Port ✓

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).
+ 100 A1		+ LMC.
Mlk freeboard 8.34.		CS. 3.35.
		ABS. 11.34.
		LR. CL. 1.33
L.S. Liv No1. 30		

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

Particulars of Examination and Repairs (if any) Dkg & Condn

(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 Boilers? ✓ 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 vitæ 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 Port fwd air reservoir and the Stbd after reservoir.
Examined No 3 Auxiliary Engine Compressor over all parts.
Examined propellers and fastenings of sea connections.

Examined new injection valve fitted to Ships Side (Stbd) for Refrigerator now 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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

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) £ : ✓

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

Committee's Minute

Assigned As now.

Note on C.S.

LIVERPOOL - 3 MAY 1935

Engineer Surveyor to Lloyd's Register of Shipping.

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

OIL ENGINE CONTINUOUS SURVEY

W324-0015

Noted

Gmm

9.5.35