No. 62643

t. 9.

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

(Received at London Office JUL 31 1940)

te of writing Report 20th July 1940 When handed in at Local Office 29. 7. 1940 Port of Glasgow

in Book. Survey held at Glasgow Date, First Survey July 18th Last Survey 20th July 1940 (No. of Visits 3)

923 on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc. M.V. Apollonia

Year. Month.

age { Gross 2086 / Net 1031 — Vessel built at Rotterdam By whom N.V. Wrf. v. Rykee v. Bo When 1931 7

inal Power { 286 — Engines made at Amsterdam By whom Werkspoor N.V. When 1931

Main Boilers ✓ — Boilers, when made (Main) ✓ (Donkey) 1931

Donkey Boilers One — Owners Nederl. Indische Tankstoomboot Maats (if not already recorded in Appendix to Reg ster Book.) Owners' Address

n Pressure— Main Boilers ✓ — Managers Port The Hague Voyage

Donkey Boilers 150 lb — If Surveyed Afloat or in Dry Dock (State name of Dock.) Both Elderslie No 2 D.D. v King George V Dock

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).
+100A1		+LMC C.S 2,40
Examined 2,40		1,38
S.S. Mfd. No 1-35		D.B.S. 2,40
		T.S.Cl 1,38
Oil Engine		
Carrying Petroleum in bulk		

st Report No. Port

rticulars of Examination and Repairs (if any) Dkg. v D.B.S.

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the se of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on unt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and des being detailed in the body of the report, should be briefly summarised at the end of the report. State also the es and initials of any letters respecting this case.

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 ✓

a damage report made by anyone else? If so, by whom? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " ✓

is was not done, state for what reasons? ✓

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

what special means, in the absence of internal examination, were adopted by the urveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

e latest date of internal examination of each boiler Donkey Boiler 18/7/40 Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 150 lbs/sq. inch

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? Yes

the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? Yes

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? ✓

shaft now been changed? ✓ If so, state reasons ✓

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? ✓

te 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 P 3/32" S 3/32"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted Yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? ✓

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

NOW DONE

Vessel in dry dock, propellers, aftend of stern tubes and outside fastenings of underwater sea connections examined and found in good order.

FOR D.B.S. :- Donkey boiler examined internally and externally together with safety valves, mountings and doors and found in good order. Oil fuel installation examined under working conditions, fuel pipes found free from leakage & in good order. Extended spindles to oil units and fire extinguisher tested and found in good working condition. Safety valves adjusted under steam to above pressure. Boiler examination also on behalf of Stoomwesen (Dutch Authorities)

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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,

so far as now seen is in efficient condition and eligible in our opinion to remain as classed and to have a fresh record of D.B.S. 7,40

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

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

Survey Fee (per Section 29) DBS £ 2 : - : - Fees applied for 30 JUL 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute GLASGOW 30 JUL 1940

Assigned As new DBS 7.40

N. Russell G. H. Macdonald
Engineer Surveyor to Lloyd's Register of Shipping.

Noted.
[illegible]
28/5/40.