

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

(Received at London Office)

JAN 14 1941

Date of writing Report 11 Jan 1941 When handed in at Local Office 11 Jan 1941 Port of CARDIFF

No. in Reg. Book. 79496 Survey held at Cardiff Date, First Survey 29 Dec 1940 and Last Survey 29 Dec 1940 (No. of Visits 1)

Tonnage Gross 9883 Net 6049 Vessel built at Newcastle By whom Hugh Hunt, Wigham Richardson When 1920-9

Nominal Horse Power 1222 Engines made at -oo- By whom -oo- When 1940

No. of Main Boilers 5 Boilers, when made (Main) 1920 (Donkey) -

No. of Donkey Boilers 1 Owners' Address Federal Steu Nav Co Ltd (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb Managers - Port London Voyage -

in Donkey Boilers 1  Surveyed Afloat or in Dry Dock Queen's Dock (State name of Dock.)

Last Report No. 1487 Port Bob

Particulars of Examination and Repairs (if any) Bomb projectors

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. of Special Survey Date of last Survey and of Periodical Surveys.	CHARACTER. of Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1	+LMC 7-40
Shells deck	+NE 7-40
with foreboard	T.S. CL 6-40
7-40	+LLO70's RMC 7-40
SS Fal N03. 1-33	
SS Lu N01-37	
Fitted for oil fuel 4-25 F.P. abm 150° F.	

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?

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

If this was not done, state for what reasons?

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 all the manholes, doors and their fastenings of the Donkey Boilers? , and of the Donkey Boilers?

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

Has 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 shaft now been changed? If so, state reasons. Has it a 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 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. Is electric light and/or power fitted?

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

If so, 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. Complete.

Now done:- At the request of Messrs Proud's Engineering Co Cardiff on instructions from the Admiralty examined & tested six lengths copper pipe one G.M. stop Valve to 300 lbs/sq hydraulic pressure. These pipes Valve are for use with Holman Bomb projectors.

General Observations, Opinion, and Recommendation: The above for the information of the

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

Committee

Survey Fee (per Section 29) £ 2.2.0

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

Fees applied for 11 Jan 1941

Received by me, Hansel W. G. Paton

Engine Surveyor to Lloyd's Register of Shipping.

TUE. 21 JAN 1941

Lloyd's Register Foundation

W 53 0072

If so, is the Report sent now, or when will it be sent?

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

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

Fittings for bomb projector

tested.

It is submitted that  
this vessel is eligible to  
receive an O.L.S.B.D.

*[Handwritten signature]*

20/1/41

*[Faint handwritten text]*

