

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

(Received at London Office, MAY 29 1940)

Date of writing Report: 8<sup>th</sup> May 1940 When handed in at Local Office: 27 MAY 1940 Port of: LIVERPOOL  
 No. in Reg. Book: 40124 Survey held at: Liverpool Date, First Survey: 29<sup>th</sup> April Last Survey: 17<sup>th</sup> May 1940  
 (No. of Visits: 3)

Tonnage: Gross 642 Net 266 Vessel built at: Potstam By whom: Jarvis & Co. Year: 1921 Month: 11  
 Engines made at: Harlow By whom: Jarvis & Co. When: 1921  
 Nominal Horse Power: 120 Boilers, when made (Main): 1921 (Donkey):  
 No. of Main Boilers: 2SB Owners: Gilchrist's Taders (Steamships) Managers' Address: K. Gilchrist & Co. Port: Liverpool Voyage:  
 No. of Donkey Boilers: 1 Managers: K. Gilchrist & Co. Port: Liverpool Voyage:  
 Steam Pressure in Main Boilers: 180 lb If Surveyed Afloat or in Dry Dock: Sole  
 in Donkey Boilers: ✓ (State name of Dock.) Canning Dry Dock

Last Report No. ✓ Port ✓  
 Particulars of Examination and Repairs (if any) BS & DKG

(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? ✓

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: Boiler boilers 1<sup>st</sup> May Present condition of funnel: good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lb

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? none 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? 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: ✓ 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: 3/16"

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

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.

*Examined the propeller and fastenings of sea connections.  
 Examined both boilers alternately & internally together with their mountings.  
 And adjusted their safety valves under steam as stated above.*

### General Observations, Opinion, and Recommendation:—

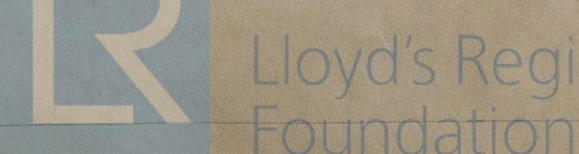
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 2, 11, B.S.M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 120 lb., F.D., &c.)

*The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed with fresh record of BS. 5. 40*

Survey Fee (per Section 29) £ 3 : - : - Fees applied for 22 MAY 1940  
 Special Damage or Repair Fee (if any) £ : : :  
 Travelling expenses (if chargeable) £ : : : Received by me, ✓  
 19

Committee's Minute  
 Assigned B.S. 5. 40.

*[Signature]*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

£700  
 W 55-0073

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1.6.40

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