

3 NOV 1955  
Rpt. 9.

No. 1375

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

- 3 OCT 1955

Date of writing Report 28th Sept. 1955 When handed in at Local Office 28th Sept. 1955 Port of Kiel  
No in Reg. Book. Survey held at Kiel Date First Survey and Last Survey 27.9.1955  
(No. of Visits 1)

22879 on the Machinery of the ~~Kroonshaven~~ Steel Aux. 4 mast B.K. Training Ship "PASSAT"

Tonnage Gross 3181 Vessel built at Hamburg By whom Blohm & Voss When 1911 11  
Net 2593 Engines made at Kiel By whom Friedrich Krupp When 1943, refitted 1952  
MN As Per Rule 180 Boilers, when made (Main) -- (Donkey) --  
No. of Main Boilers -- Owners Landesbank & Gironzentrale  
HS " " " Schleswig-Holstein Owners' Address --  
No. of Donkey Boilers -- Managers Port Lübeck Voyage --  
Steam Pressure -- If Surveyed Afloat or in Dry Dock  
in Main Boilers --  
in Donkey Boilers --

Last Report No.

2283. Port HAM

Particulars of Examination and Repairs (if any) Dkg + renewal of propeller

(Periodical Surveys, when held, must be reported in detail and serially 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

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?

Donkey

What parts of the Boilers could not be thus thoroughly examined?

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?

Present condition of funnel(s).

the latest date of internal examination of each boiler

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers?

and of the Donkey Boilers?

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

and of the Donkey Boilers?

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?

the screw shaft now been drawn and examined? NO Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

ern bush 1.6 mm Is electric light and/or power fitted? YES

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? NO

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

NO

no parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Complete

Done:- Vessel placed in dry dock, propeller, screw shaft cone, aft end of stern bush and outside

fastenings of sea connections examined and found or placed in good order.

Machinery Repairs (W+T):- Propeller replaced by a new 2 blade M.B. propeller. Identification marks:-

Lloyd's P.44. H.B. 8.12.52 HB

One new spare propeller has now been placed on board, marked:- Lloyd's P. 37 H.D. 29.9.52 H.D.

Certificates Dsf. Nos. 7938 + 7941 attached herewith.

Hann.

## 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, etc.)

The machinery of this vessel, as far as now seen, is in good order and eligible in my opinion to remain as classed with fresh record of TS(CL) 9,55 as previously recommended.

Survey Fee (per Section 23). Docking xx DM 50,-

Fees applied for,

19

Special Damage or Repair Fee (if any) xx

Received by me,

19

(per Section 23.)

Hann

Travelling expenses (if chargeable) xx DM 6,-

for

19

Committee's Minut

for

19

FRIDAY 25 NOV 1955

Assigned 9,55 lbc, without Spl. Edn. (h & m)

W.H. Hann 5,5 lbc. 9,55 LMC 9,55

59,55 Delete Laid up. Surveys overdue

b. Chamber

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.



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Foundation