

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

No. 2513

Date of writing Report 20th July 53

(Received at London Office)

When handed in at Local Office

Port of H A M B U R G 31 JUL 1953

No in Reg. Book. Survey held at H A M B U R G.

Date. First Survey and Last Survey 14th July 19 53
(No. of Visits one)

91652 on the Machinery of the ~~Wood-Frame~~ Steel M.V. "DALKEY COAST"

Tonnage { Gross 550 Vessel built at Lübeck
Net - Engines made at Alphen a/d Rijn By whom Travewerft Ebschner & Gabler
Nominal - Boilers, when made (Main) By whom N.V. Motorenfb. "De Industrie" When 1953 Month 6
Horse Power - Owners ~~Gruco~~ Shipping Ltd., (Donkey) - When 1953 Month 6
No. of Main Boilers - Coastal Owners' Address -
Np. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure - If Surveyed Afloat or in Dry Dock Afloat Port Dublin Voyage -
in Main Boilers - (State name of Dock.) Hamburg Harbour
in Donkey Boilers -

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 new expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1 (Class Contemplated).		Oil Eng.

Last Report No. Port
Particulars of Examination and Repairs (if any) Repairs M.

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 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. no damage

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 through examination at this time? none

" " Donkey " " none

not, state for what reasons. -

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

That 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? - Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

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

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

Did 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? -

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

State date of examination of Screw Shaft. not examined

Is electric light and/or power fitted? yes State the wear down in the

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

Examined steering engine on request of the Captain.

WORK DONE:-

Found one pressure pipe of the starboard ram leaking in way of the taper welding.
The pipe has been removed to workshop, the welding seam ground out and rewelded, subjected after welding to an hydraulic pressure of 60 Atm. and refitted.
On completion the steering gear has been tried under working condition and found satisfactory.

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, BS 9,11, B&MS 9,11, &LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34 The Machinery of this vessel, as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed.

A/o rendered from London 6/8 9656

Fee (per Section 20) £ 5.0.0.
Repair Fee (per Section 20.) £ 0.10.0.
ing expenses (if chargeable) £ 0.10.0.

Received by me, 19

Alfred Kramer

Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 22 SEP 1953

See FE N/A.

002013-002023-0050

Lloyd's Register Foundation

Repairs to steering gear.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Encl

17 SEP 1953



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Lloyd's Register

Foundation



Rpt. 4b.

Date of wr

No. in

Reg. Book

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