

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

(Received at London Office

22 NOV 1929

Date of writing Report *3-10-1929* When handed in at Local Office

19

Port of *Rotterdam*

No. in Reg. Book

Survey held at *Krimpen Td. Yssel*

Date, First Survey

21-8-29

Last Survey

29-8-1929

(No. of Visits *2*)

4113p

on the Machinery of the ~~Wood, Iron or Steel~~ *"Lion"*

Tonnage { Gross

Net

Vessel built at *Krimpen Td. Yssel* By whom *N.D. J. Giesse, Hoon* When *1929*

Nominal Horse Power {

Engines made at *Amsterdam* By whom *Werkspoor* When *1929*

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners *A.S. Ambra (m. Alf. Mohr)*

Owners' Address

Oslo

Steam Pressure—

Managers

So.

Port

Oslo

Voyage

in Main Boilers

If Surveyed Afloat or in Dry Dock

☒

(State name of 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 Survey.

Years Assigned and expired.

Machinery and Boiler Surveys (including date of N.B., if any).

100A1

Class Contemplated

OIL ENGINE

Carrying Petroleum in Bulk

Last Report No.

Port

Particulars of Examination and Repairs (if any) *Building*

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? ☒

Do.

"

Donkey

"

"

"

☒

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? ☒

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 Boiler? ☒

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

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

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 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 the distance betweenignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ☒

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

Stentubes, seaconnections and their fastenings examined and found good.

This vessel has been towed to Amsterdam for fitting of the machinery and a copy of this report has been sent to the Amsterdam surveyors.

General Observations, Opinion, and Recommendation:— *This vessel is in my opinion*

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

eligible to be classed when the survey has been completed.

Survey Fee (per Section 28).....

£ 50.00.

Fees applied for

19

Special Damage or Repair Fee (if any).....

(per Section 28.)

Travelling Expenses (if chargeable).....

£ 2.00

Received by me

28.11.29

Committee's Minute

FRI 29 NOV 1929

Assigned

See P.B. attached

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002330-002339-0166

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