

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

(Received at London Office)

Date of writing Report 23 May 1953 When handed in at Local Office Copenhagen 19 53 Port of Copenhagen
 No in Reg. Book. Survey held at Copenhagen Date. First Survey 6 May Last Survey 21 May 19 53
60684 on the Machinery of the Wood, Iron or Steel St. "Gard" (No. of Visits 6)

Gross 8259 Vessel built at Gotenburg By whom Carlsbergs M. V. Aktie Year 1938 Month 11
 Net 4959 Engines made at Copenhagen By whom Carl. Burmeister & Wain When 1950
 Main Boilers 736 Boilers, when made (Main) (Donkey) 1938 Owners' Address _____
 Owners Skibs A/S Corona Managers H. M. Whangell & Co. A/S Port Haugesund Voyage _____
 If Surveyed Afloat or in Dry Dock in port on afloat (State name of Dock) A/S Burmeister & Wain

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>8/100 A1</u>	<u>7-52</u>	<u>8/LMC 9-50</u>
<u>SS Cpn - 9-50</u>		<u>8/NE 9-50</u>
		<u>DBS 7-52</u>
		<u>Oil shop seen</u>
		<u>9-51 CL</u>
		<u>OIL ENC</u>

Report No. _____ Port _____
 Details of Examination and Repairs (if any) CS + Part DBS
 Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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 _____
 Has a 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? yes
 " Donkey " yes
 For what reasons _____ What parts of the Boilers could not be thus thoroughly examined? _____
 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? _____
 Date of internal examination of each boiler P: 11-5-53, S: 16-5-53 Present condition of funnel(s) good
 Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? _____
 " Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? not adjusted
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? yes
 " Donkey Boilers? yes
 Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? yes
 Has the 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 _____ State the wear down in the _____
 Is electric light and/or power fitted? _____ If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? _____
 Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? _____

Not complete, state what arrangements have been made for its completion and what remains to be done. To complete the DBS, the valves on both boilers requires to be adjusted under steam and smothering - and oil burning installations to be tested under working conditions. It is stated by the Chief Engineer that this will be done at the earliest convenient opportunity.

Survey on portloam:
The vessel placed on portloam, the propeller and after end of the tube examined and found good. The sea connections up, overhauled, examined and found good with out-blistenings.

Advancement of CS:
Following parts have now been opened up examined and observations, Opinion, and Recommendation: -

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 the 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 110 lb., FD, &c.)
Machinery of this vessel is in good condition and it is the Surveyor's opinion to remain as classed and to have notation of 7-52 on completion of the survey.

CS + Part DBS No. 240,00 Fees applied for 26.5 19.53
 Received by me, _____
 Date 18 JUN 1953

As now
 Lloyd's Register Foundation
 003065-003074-0086 1/2

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

Shul'fc. "Gard."

found good:

Main eng. - No. 3-5-7 cylinders, pistons, valves, gears and covers.

No. 1-3-4 top end bearings.

No. 1-3-5-6 bottom end bearings.

No. 1-3-4-5-6-9 crankshaft journals with adjacent rods.

The intermediate shafts with bearings.

The fresh water cooler for ME.

The lub. oil - - - - -

The sea connections.

Wear- and Tear Repair.

Main eng. No 7 cylinder liner removed. The liner examined and tested as required by the Rules.

Interim Certificate issued - Copy attached.

J. M. M. M.

