

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

DEC 20 1938

(Received at London Office)

Date of writing Report 15.12.38 When handed in at Local Office 15.12.38 Port of Lusäk
 No. in Reg. Book. 81558 Survey held at Lusäk Date, First Survey 26.11.38 Last Survey 30.11.38
 on the Machinery of the Wood, Iron or Steel PLAVNIK (No. of Visits two)
 Tonnage { Gross 2711 Vessel built at Hamburg By whom Schiffbau (H. J. & Co.) A.G. When 1923
 Net 1649 Engines made at Hamburg By whom Hammesfahrte Markt. A.G. When 1922
 Nominal Horse Power 226 Boilers, when made (Main) 1922 (Donkey)
 No. of Main Boilers — Owners Godzisko Alacimassko Druha Ocesina Owners' Address —
 No. of Donkey Boilers — Managers — (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers — Port Lusäk Voyage —
 in Donkey Boilers — If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —Particulars of Examination and Repairs (if any) comp BS

(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 —

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? yes

" " 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? —State latest date of internal examination of each boiler 26.11.38 started MBPresent condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boiler? yesTo what pressure were they afterwards adjusted under steam? 190 lbDid 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? yes, and of the Donkey Boilers? —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? yes, and of the Donkey Boilers? —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 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 —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

Not done: Starboard main boiler examined throughout with mountings and safety valves closed and fastenings and found good.
Safety valves of both main boilers adjusted under steam as above.

General Observations, Opinion, and Recommendation:—

The reack machinery is in my

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequently 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.C.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

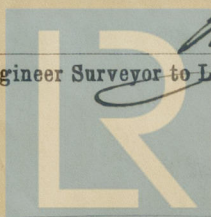
opinion eligible to remain as now classed with record of BS-10.38

Survey Fee (per Section 29) 550£ 550

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) —£ —Travelling expenses (if chargeable) 350£ 350Received by me, —Committee's Minute See Ask. 38.869Assigned —

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003474-003478-0245