Rpt. 9. No. 25659 6

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

(Received at London Office JUN -7 1937)

Date of writing Report 3-6-1937 When handed in at Local Office ..... 19 ..... Port of Rotterdam

No. in Reg. Book 89765 Survey held at Schiedam Date, First Survey 18-5-37 Last Survey 31-5-1937 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron~~ or Steel S/S "PLAVNIK"

Tonnage { Gross 2711 / Net 1649

Nominal Horse Power 226

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers

in Donkey Boilers

Vessel built at Hamburg By whom Schiffsw. J. & Sch. A.G. When 1922

Engines made at Hannover By whom Hannoversche Mach. A.G. When 1922

Boilers, when made (Main) (Donkey)

Owners Prodarsko Ake Drustvo Owners' Address (if not already recorded in Appendix to Register Book.)

Managers — "Oceania" Port Susak Voyage

~~If~~ Surveyed ~~Afloat or~~ in Dry Dock Wiltons 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 Surveys. | Years assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| | | |

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Classification

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. Secret. H. 19-5-37.

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? ✓

" " 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 ✓ Present condition of funnel(s) ✓

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 Boilers? ✓

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? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? no 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 18-5-37 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft a fit.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

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

Vessel placed in dry dock, screwshaft drawn, exmd and found good. Propeller good. Sternbush found fractured, some now removed & new one fitted.
Seaconnections and their fastenings exmd and found good.
Crank- and tunnel shafting exmd and found good.
H.P. & M.P. cylinder and valves & chests exmd. L.P. valve & chest exmd & good.
Condensor tested and found tight.
Air, circulating, feed and bilge pumps exmd and found good.

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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.)

The above for the information of the Committee.—

Survey Fee (per Section 29) ..... £ : :

Special Damage or Repair Fee (if any) (per Section 29.) ..... £ : :

Travelling expenses (if chargeable) ..... £ 2.50

Fees applied for ..... 19 ..... Received by me, ..... 19 ..... /

C H Bource
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 30 DEC 1938

FRI 22 OCT 1937

Committee's Minute

Assigned No action / See Ssk. 5 E. 869

003474-003478-0256

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

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

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