

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

Date of writing Report 7 June 1933 When handed in at Local Office 8/6/1933 Port of NEWCASTLE-ON-TYNE
Survey held at North Shields Date, First Survey 30 May 33 Last Survey 3 June 1933
on the Machinery of the Wood, Iron or Steel T. Se. "CHRISTIAN HOLM" (No. of Visits 5)
Gross 9119 Vessel built at Copenhagen By whom Aht Burmeister Wain When 1927-8
Net 5605 Engines made at -do- By whom -do- When 1927.
Main Boilers 622 Boilers, when made (Main) (Donkey) 1927.
Donkey Boilers 2 Owners Det Danske Petroleum A/S. Owners' Address Port Nyborg. Voyage
Main Boilers 2 Managers C.F. Holm
Donkey Boilers 180 If Surveyed Afloat or in Dry Dock Both Smiths Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. Port Part + Lmc. Part DBS.
Particulars of Examination and Repairs (if any) + T.S.
Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
In cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined
Has a damage report made by anyone else? If so, by whom?
Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
" " Donkey " " " " Yes. (2/6/33)
If was not done, state for what reasons?
What parts of the Boilers could not be thus thoroughly examined?
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?
Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
Has the Surveyor examine the Safety Valves of Donkey Boilers? To what pressure were they afterwards adjusted under steam?
Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?
Has the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?
Has the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?
Has the 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 the 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?
Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Survey is not complete, state what arrangements have been made for its completion and what remains to be done
the rule requirements, except as mentioned in this report, remain to be carried out
bellows, outside fastenings of sea connections, sea cocks and valves (opened out). 5
Port and starboard tail shafts examined and found in good order.
in Motors No 3-4 Port and 1-6 Starboard cylinders, liners, pistons, guides &
top end pins and brasses and bottom end pins & brasses examined. Port
in compressor cylinders, liners, pistons, top end pins, bottom end pin & brasses
examined. Port and starboard compressor coils annealed and tested to 1500 lbs per sq in
was opened, cleaned and afterwards tested. Starboard thrust opened up,
examined, Port air receiver opened, cleaned, examined internally together with
piping and connections. Starboard motor, working and spare blast air bottles
examined, cleaned, examined internally as far as practicable and afterwards tested
General Observations, Opinion, and Recommendation:—
The machinery of this vessel is, in my opinion eligible to remain as now
used and to have records of DBS-5-33 when the safety valves of the Port Boiler
have been adjusted under steam, and +L.M.C with date when the survey is completed.
Port and starboard tail shafts seen (CL) 5-33.

Fee (per Section 29) DBS. £ 3 0 0
Damage or Repair Fee (if any) Part L.M.C. £ 3 10 0
Fees applied for 17 JUN 1933
Received by me 3. 7. 1933
Committee's Minute FRI. 7 JUL 1933
Signed As now FRI. 4 AUG 1933
John T Findlay
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
005635-005636-0134

by hydraulic pressure to 1500 lbs per sq inch.
 Port and starboard donkey boilers examined internally & externally
 together with mountings, doors & fastenings & found or put in safe
 working order. Safety valves of starboard boiler adjusted under
 steam to 185 lbs per sq inch.

Repairs:- Port and starboard stern bushes, lower halves
 renewed. Both tail shaft liners dressed off at outer ends
 Piston rings renewed in No. 3 & 4 P main motor cylinders
 Several minor engine and boiler repairs carried out.

J.D.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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 2 donkeys advised

5.33

At 5.33 AM when the

2 donkeys advised

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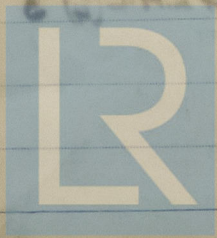
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