

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

11 JUL 1933

(Received at London Office)

Date of writing Report 7/7 33 When handed in at Local Office 8/7 33 Port of Oslo  
 Survey held at Oslo Date, First Survey 26/4 Last Survey 28/4 1933  
 on the Machinery of the Wood, Iron or Steel S/S "IMA" (No. of Visits 2)  
 Gross 6842 Vessel built at Sunderland By whom W. Doxford & Sons Ltd. When 1930 8  
 Net 4026 Engines made at Sunderland By whom W. Doxford & Sons Ltd. When 1930  
598 Boilers, when made (Main) (Donkey) //  
 in Boilers Owners A/S J.M.A. Owners' Address Oslo  
 Donkey Boilers 2 Managers Sam Marcussen (if not already recorded in Appendix to Register Book.)  
 Boilers Port Oslo Voyage  
 Key Boilers 150 If Surveyed Afloat in Dry Dock Yes. Particulars of Classification (which must be inserted  
 (State name of Dock.) Akers mek. Verksted A/S precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) screw shaft.

All surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the  
 Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and  
 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
 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 his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey "

If not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

Shaft now been changed? If so, state reasons

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?

Date of examination of Screw Shaft 28/4.33

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

It is stated that this vessel had grounded at Dunkirk on the 17th April 1933.

Now done due to damage:-

This vessel placed in drydock and the screw shaft drawn, sea cocks opened and the screw shaft  
 stern tube, propeller and sea cocks examined.

This survey has been partly held by Mr. Thv. Larsen of Oslo.

General Observations, Opinion, and Recommendation:-

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., E.D., &c.

Recommend this vessel to continue as now classed in the Register Book with notation of screw  
 shaft seen 4.33.

(per Section 29)

£ :

Fees applied for

877 1933

Damage or Repair Fee (if any)

£ :

Received by me,

Surveyor's fee

Kr. 45.-

19

Expenses (if chargeable)

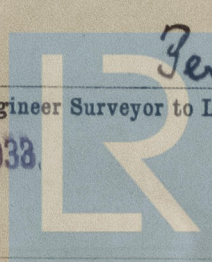
Committee's Minute

TUE. 25 JUL 1933

FRI. 6 OCT 1933

As noted  
 TUE. 1 AUG 1933

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

003832-003837-0139



Damage due to grounding.  
Screw shaft-examined.  
Er connections examined.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

S (CL) 4.33.

~~Not here - C.S.~~

L.L.  
24/7/33.

L.L. (by authority)  
(Oct 31/34)

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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