

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

(Received at London Office)

Date of writing Report 15 December 1945 When handed in at Local Office 19 Port of Copenhagen

No. in Reg. Book. Survey held at Slasker Date, First Survey 13th June Last Survey 30th November 1945 (No. of Visits 4)

" on the Machinery of the Wood, Iron or Steel Sc. "FALSTRIA" (Slasker Yards 48)

Tonnage { Gross 6993 Vessel built at Slasker By whom Slasker Skibsværft When 1945
Net 4234 Engines made at Slasker By whom Akt. Bernish & Wain When 1945
Nominal Horse Power 1277 Boilers, when made (Main) (Donkey) 1945

No. of Main Boilers one Owners of Del. Ostasiatisk Kompagni Owners' Address Slasker
No. of Donkey Boilers one Managers Slasker Port Copenhagen Voyage Slasker

Steam Pressure— in Main Boilers 114 lbs If Surveyed Afloat or in Dry Dock afloat in Dry Dock (State name of Dock.) Slasker Skibsværft

in Donkey Boilers 114 lbs

Particulars of Examination and Repairs (if any) Damage

(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?

" " 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

Did the Surveyor examine the Safety Valves of the Main boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

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.

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.

DAMAGE

Damage stated due to air attack 3/5-45 when the vessel was moored in Slasker Fjord.

Now done:- All the intermediate shafts & bearings opened up & cleaned (the tunnel being flooded). All electric cables in tunnel removed. Heating steam pipes in tunnel reinsulated. Other repairs to electric installation on deck and in accommodation effected.

Bridge pipe from tunnel removed (Holes) repaired

all examined on completion & 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.)

For the information of the Committee

Survey Fee (per Section 20) Fr. 125.00

Special Damage or Repair (if any) (per Section 29.) Fr. 50.00

Travelling expenses (if chargeable)

Committee's Minute FRI. 1 FEB 1946

Assigned + LMC 11.45

| CHARACTER. | Years assigned now or expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|--------------------------------|--|
| * for Special Survey Date of last Survey and of Periodical Surveys. | | |
| <u>100 A1</u> | | <u>LMC</u> |
| <u>with fuel tank</u> | | |
| <u>(Class unaltered)</u> | | |
| | | <u>C.L</u> |

Present condition of funnel(s)

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

, and of the Donkey Boilers?

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Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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Is electric light and or power fitted?

Complete.

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

Received by me, Fr. 125.00

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Engineer Surveyor to Lloyd's Register of Shipping.

FR. 125.00

Fr. 50.00

FRI. 1 FEB 1946

+ LMC 11.45

DR 114 lb

004394-004404-0247

Lloyd's Register Foundation