

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

(Received at London Office)

Date of writing Report 11th Aug. 1920 When handed in at Local Office 11th Aug. 1920 Port of New York

No. in Survey held at Brooklyn Date, First Survey and Last Survey 5th Aug. 1920

on the Machinery of the Wood, Iron or Steel S.S. "Niels Nielsen" Master

Gross 5768 Vessel built at Seattle, Wash. By whom Skinner & Eddy Corp. When 1916 11

Net 4440 Engines made at Schenectady, N.Y. By whom General Electric Co. When 1916

Boilers, when made (Main) 1916 (Donkey) ✓

Owners B. Stolt-Nielsen Port Haugesund Voyage

Registered of Main Boilers 3 If Surveyed Afloat or in Dry Dock Morse's

of Donkey Boilers ✓ (State name of Dock.)

Steam Pressure 190

of Main Boilers 190

of Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. +100 A.I. 11-16

for Special Survey. 3-20

Date of last Survey and of Periodical Surveys.

Year and Month. 11-16

Machinery and Boiler Surveys (including date of N.B., if any).

MS. 10-17 T.S. 4-19

Filled for oil fuel

11-16 F.P. above 150° F.

Particulars of Examination and Repairs (if any) Condition

Medical 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 repairs 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.

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? ✓

Do. " Donkey " " " ✓

When this was not done, state for what reasons? ✓

Did what parts of the Boilers could not be thus thoroughly examined? ✓

So 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? ✓

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 Boiler? ✓

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? No. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? bare 1/4"

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel on dry dock examined propeller, outer end of stern tube and sea-cock fastenings.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is

(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, S.S. 0.11, S.&M.S. 0.11, or L.M.C. 0.11, 160 lb., F.D., &c.)

eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) £ Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 23.) £ Received by me, 19

Travelling Expenses (if chargeable) £ FRINGV. 18 1921

Committee's Minute As now

Assigned As now

James D. Peat. Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Docking

This vessel is eligible to
remain as CHASED

Recd
14/9/20

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

General Observations, Opinion, and Remarks
The vessel is in good order and ready for service.

Additional Remarks
The vessel is in good order and ready for service.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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