Rpt. 9. No. 12941

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

(Received at London Office JUN 1940)

Date of writing Report 26th April 1940 When handed in at Local Office 26th April 1940 Port of Gothenburg

No. in Reg. Book. 29784 Survey held at Gothenburg Date, First Survey 10th April Last Survey 18th April 1940 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel s/s MINNA.

Tonnage { Gross 1365 Net 810

Nominal Horse Power 179

No. of Main Boilers 2

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 lb

in Donkey Boilers ✓

Vessel built at Aberdeen By whom J. Lewis & Sons, Ld. When Year 1923 Month 4

Engines made at Aberdeen By whom J. Lewis & Sons, Ld When 1923

Boilers, when made (Main) 1923 (Donkey) ✓

Owners Hasmu Laeva-Ühisühing Owners' Address ✓ (if not already published in Appendix to Register Book.)

Manager O. Tiedemann Port Hasmu Voyage ✓

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) ✓

Last Report No. _____ Port _____

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).
+100A1 - 9.39		+LMC 6.36.
		BS 4.39.
SS Tn No 3 - 6.36.		CL 9.39.
Cargo bulkheads not fitted		

Particulars of Examination and Repairs (if any) Part BS & Cond. Surv.

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. ✓

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? Yes ✓

" " Donkey " " " ✓

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

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

By 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? ✓

The latest date of internal examination of each boiler Port 18.4.40. Starboard 10.4.40. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Non, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

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

Is 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? ✓

Date of examination of Screw Shaft ✓ State the distance between lignum vitæ 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. Is electric light ~~and/or power~~ fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? No

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

Now done:

Both boilers examined in- and externally with safety valves and mountings.

Main- and auxiliary machinery examined as far as practicable.

To complete BS:

The safety valves of both boilers to be adjusted under steam. It has stated that this will be done at the first convenient opportunity.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as now classed in the Register Book and when the survey has been completed to have record of BS 4.40.

(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 BS 4,34, 140 lb., F.D., &c.)

Is a Certificate required? If so, to be sent to No

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

Fee (per Section 29) Kr 75.00 Fees applied for 26th April 1940

Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, _____ 19

Travelling expenses (if chargeable) £ : :

Committee's Minute FRI. 14 JUN 1940

Signed As now

L. Ryselin
Engineer Surveyor to Lloyd's Register of Shipping.

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