

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 24th January 48 When handed in at Local Office 19 Port of Copenhagen
 No. in Reg. Book Survey held at Copenhagen Date. First Survey 10.6.47 Last Survey 12th Jan 48
 on the Machinery of the Wood, Iron or Steel Twin Sc. JACO LCT 8-4027 (No. of visits 17)
 Tonnage { Gross 1344.22 Vessel built at Rindles Cro' By whom Cleveland Dockyard Year. Month. 1945
 Net 918.98 Engines made at ✓ By whom ✓ When ✓
 Nominal 230 Boilers, when made (Main) ✓ (Donkey) ✓ When ✓
 Horse Power ✓ Owners J. Asmussen Esq. Owners' Address Kristiansgade 22, Copenhagen
 No. of Main Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both Port Home waters
 Steam Pressure ✓ in Main Boilers ✓ in Donkey Boilers ✓ (State name of Dock.) At Rindles Cro'.

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)
<u>SAI</u>		
<u>with fuel tank</u>		
<u>For coasting in</u>		
<u>the Baltic and</u>		
<u>in the Baltic</u>		
<u>Class completed.</u>		

Last Report No. PortParticulars of Examination and Repairs (if any) Alteration + Temp. R. S.

(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. 18-12-47 20/1-1948

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 not, state for what reasons No boilers filledWhat 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? ✓State latest date of internal examination of each boiler ✓Did the Surveyor examine the Safety Valves of the Main Boilers? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓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 Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? ✓and of the Donkey Boilers? ✓Has the screw shaft now been drawn and examined? YesHas it a continuous liner? NoIs an approved oil retaining appliance fitted at the after end? NoHas shaft now been changed? No If so, state reasons ✓Has the shaft now fitted been previously used? ✓Has it a continuous liner? ✓Is an approved oil retaining appliance fitted at the after end? ✓State date of examination of Screw Shaft both 12/1-47State the wear down in the stern bush just clearanceIs electric light and power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

ALTERATION.

The idling handles of the main engines have been locked at a maximum speed of 1100 RPM. Tested at sea under full power and found to work satisfactory. The port aftermost auxiliary engine filled for haul steering which has been tested and found in order.

The pumping arrangement has been fitted in accordance with the approved plan and the requirements of the Rules.

In all 6 off 3/4" suction fitted in the engine room, 2 off direct from each one of the Tot. ballast pumps. 2 off portable foam extinguishers and 2 off hose connections to the fire pump have been fitted in the engine room.

The electrical installation and the system for electrical starting has been installed as per formal Report forwarded herewith and the plans enclosed as fitted. (cont.)

General Observations, Opinion, and Recommendation:

Recommend the vessel's machinery

(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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

No have notation in the Register Book of LMC 1.48 and of Port Ship new 11.47.

Survey Fee (per Section 29) + alteration 1/1.000,-

Fees applied for

Special Damage or Repair Fee (if any)

(per Section 29.) LATE FEE 6/-Travelling expenses (if chargeable) 6/-

Received by me,

Committee's Minute

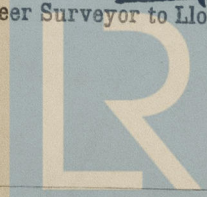
FRI 14 MAY 1948

Assigned

LMC 1.48 Oil Eng.

S 11.47

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008158-008167-009312

STEEL TWIN SC. JACOCOMPLETE PERIODICAL SURVEY.

The cylinders of the main engines and the auxiliaries together with all pistons, valves, gears, connecting rods and their top- and bottom end bracers, pinions, reversing gears, crank- and intermediate shafts, propellers, stern motor, reconnections and their fastenings, opened up and examined throughout. The leads of the electric starting installation examined and the system tested.

The shafts, shaft bearings and bulk of the reduction gears examined. The daily service tanks with fillings and connections examined and the gears to deck tested.

The valves, cocks, pipes and strainers of the pumping arrangement examined.

The electrical installation examined and tested as per Rules.

The piping arrangements examined and tested under working condition, together with the main engines, electrical equipment and the auxiliaries.

The manoeuvring of the engines tested and all found in a good condition.

Please find copy of Interim Certificate issued enclosed.

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