DISCLASSED SECTION No. 589

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Rpt. 9.

No. 30006

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

(Received at London Office 17 MAR 1955)

Date of writing Report 2-3-55 19.. When handed in at Local Office 3-3- 1955 Port of ANTWERP

No in Reg. Book. Survey held at GHENT Date. First Survey 25-2-55 Last Survey 26-2-55 19.. (No. of Visits one.)

61720 on the Machinery of the ~~Wood, Iron or~~ Steel S/S "GOTFRID"

Tonnage { Gross 1592 / Net 887 | Vessel built at SUNDERLAND By whom STRAND SHIPPING Co When 1899 6 (Year. Month.)

MN As Per Rule 186 | Engines made at SHIELDS. By whom H.E. MARINE ENG. CO. LD. When 1899 —

No. of Main Boilers 1S3. | Boilers, when made (Main) MADE 1940 FITTED 1949. (Donkey) — 1932

HS " " " 2650 | Owners SUOMEN LAIVA O/Y Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 | Managers J. KONKOLA Port MARIEHAMN Voyage

Steam Pressure— in Main Boilers 160LB in Donkey Boilers 120LB | If Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) GHENT

Last Report No. 4167. Port HPS.

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

HULL	MACHINERY
~~+ 10DR~~	~~+ LMC. 4-57~~
10-52	NDB 32
SS. ABO 4-60 (DR)	+ NB MADE 40. FITTED 49
	~~BS. 6-57~~
	TSOG (3-49) 2/54

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

Particulars of Examination and Repairs (if any) BOILER LEAKAGE

(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

Carg. & bulkhead not fitted.

TO BE BROKEN UP.

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 ..... What 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 — Present condition of funnel(s) Good.

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 on the Main Boilers? — , and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? no. Has it a continuous liner? — Is an approved oil retaining appliance fitted at the after end? —

Has shaft now been changed? — 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 — State the wear down in the stern bush afloat. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no.

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Attended at the request of the Master and Ch. Engr. for examination of fracture of the main boiler shell plate.

Now Note: The boiler examined externally under 4 kg steam pressure. after removing a considerable amount of salt deposit at rear of port side Combustion chamber side stays, the stay was found to be leaking slightly and the shell plate found free from any apparent fracture.

As a repair the shell and stay bolt have now been made tight by means of caulking.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as

(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, etc.)

now seen is eligible in my opinion to remain as now classed without fresh period of survey.

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

Survey Fee (per Section 23) BLR. LEAKAGE £ 500.- | Fees applied for, 3-3-1955

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

Travelling expenses (if chargeable) £ 300.-

Committee's Minute

Assigned See amended Classify Notation 1.4.55

(The Surveyor's Fee)

W. G. Smoline

Engineer Surveyor to Lloyd's Register of Shipping.

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