

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

(Received at London Office

14 AUG 1956

Date of writing Report 13/8 1956. When handed in at Local Office 13/8 1956. Port of GOTHEBURG.  
 Book. Survey held at GOTHEBURG. Date. First Survey 28/6 Last Survey 13/7 1956.  
 (No. of Visits 10.)

226 on the Machinery of the ~~Vesta~~ Steel M/T "ERLING BORTHEN"

Gross 9,074 Vessel built at Port Glasgow. By whom Wm. Hamilton & Co. Ltd. When 1950 7  
 Net 5,216 Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. When 1950  
 As Per Rule 936 Boilers, when made (Main) (Donkey) 1950.  
 Main Boilers Owners Harry Borthen & Co. A/S Owners' Address (if not already recorded in Appendix to Register Book.)  
 Port Oslo. Voyage.  
 Donkey Boilers 2 Managers. If Surveyed Afloat or in Dry Dock Afloat.  
 Main Boilers Pressure. (State name of Dock.)  
 Donkey Boilers 150 lbs.

Report No. Port. Particulars of Examination and Repairs (if any) DAMAGE and PART IMC(CS).

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

Where 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. Offered to Owners, not required.

damage report made by anyone else? If so, by whom? None made.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " No.

state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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?

latest date of internal examination of each boiler. Present condition of funnel(s).

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? Yes. To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? Yes.

screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of screw shaft. State the wear down in the

in bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

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

DAMAGE, stated to have been caused by fire on the 5th May, 1956 on a voyage between Bania-Antwerp, and IMC(CS).

## NOW DONE:-

Examined for fire damage: The main engine valve gears.  
 The camshaft and its bearing of the Main Engine examined.  
 32 steam pipes tested with water to a pressure of 25 kg/cm<sup>2</sup>.  
 Examined for IMC(CS): Both main starting air receivers internally and externally, with safety valves and mountings.  
 The forward and aft man. air compressors with coolers and steam engines.  
 The condenser circulating pump and steam engine.  
 Bilge and sanitary pump.  
 Bilge pump.  
 Fuel oil transfer pump in Engine Room.  
 Fuel oil transfer pump in forward pump room.  
 Bilge pump in the forward pump room. Cont.

## 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, etc.)

This report for the information of the Committee.

Fee (per Section 23) Kr. : 350:- Fees applied for, 13/8 1956.  
 Damage or Repair Fee (if any) £ : : Received by me, 19  
 Expenses (if chargeable) £ : : 19

FRIDAY 21 SEP 1956

Committee's Minute

See minute on Rpt. 8

N.H. Jibby for self and Sven Johansson  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

009139-009143-0226 1/2

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

Is Certificate required? If so, to be sent to Not required



M/T "ERLING BORTEN" No. 59226 in the Register Book.

The main fresh water pump.

Bilge and condenser pump.

The safety valves and mountings of the port and starboard donkey boilers.

Both feed water pumps.

The pumping arrangement in the forward pumproom.

The forward and both aftermost lighting set.

The windlass.

(Arranged for all main engine crank, thrust and intermediate shafts to be cleaned and dressed up before survey)

NOTE:

According to Oslo Surveyors letter dated 26th July, 1956 to the Secretary, the class of this ship at the request of the Owners, has been transferred to Det Norske Veritas.

*N.H. Fisher for self and Shun Johnson*

Surveyors to Lloyd's Register.