

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 GOTHENBURG.

Book. Survey held at GOTHENBURG. Date. First Survey 28/6 Last Survey 13/7 1956. (No. of Visits 10.)

1226 on the Machinery of the ~~WALLOOON~~ Steel M/T "ERLING BORTHEN"

Age { 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.)
 Donkey Boilers 2 Managers Port Oslo. Voyage
 Pressure— If Surveyed Afloat or in Dry Dock Afloat.
 Main Boilers (State name of Dock.)
 Donkey Boilers 150 lbs.

Report No. Port
 Particulars of Examination and Repairs (if any) DAMAGE and PART IMC(CS).
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 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.

HULL		MACHINERY	
+100A1 Carrying Petr.	8.55	+IMC(CS)	8.55
in Bulk -	8.55	d	8.55
ssAnt.-	8.55	TS(CI)	7.53
Pt.EW.		Oil Engine 4 SA	
LF at btm and dk.		Mchy. aft.	

Special 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.

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

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

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? Yes. 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? Yes.

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

Has the 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 bush.

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

Has the 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.

If 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/cm².

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.

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

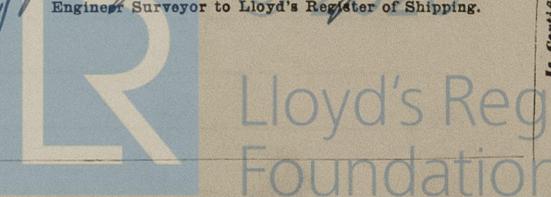
Damage or Repair Fee (if any) £ : : Received by me,

Working expenses (if chargeable) £ : : 19

Committee's Minute FRIDAY 21 SEP 1956

See minute on Rpt. 8

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



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

Is Certificate required? If so, to be sent to Lloyd's Register of Shipping

M/T "ERLING BORTHEN" 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. Fikberg for self and Steen Johnson
Surveyors to Lloyd's Register.



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