

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

(Received at London Office

27 OCT 1946)

Date of writing Report. 20-10-46 When handed in at Local Office. 22<sup>nd</sup> October 1946 Port of Southampton  
 No. in Survey held at Southampton Date. First Survey 9<sup>th</sup> October Last Survey 14<sup>th</sup> October 1946  
 Reg. Book. 69167 on the Machinery of the Wood Steel TWIN 54 "BALBENA" (No. of Visits. 3)

Tonnage Gross 14900 Vessel built at Belfast By whom Harland & Wolff Ltd When 1946  
 Net Engines made at — do — By whom — do — When  
 Nominal Power Boilers, when made (Main) (Donkey)  
 of Main Boilers Owners United Whalers Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 of Donkey Boilers Managers A. Knogh - Hansen & h. R. Bugge. Port London Voyage  
 Main Boilers If Surveyed Afloat or in Dry Dock Afloat Berth.  
 Donkey Boilers (State name of Dock.)

st Report No. Port

Particulars of Examination and Repairs (if any) Completion.

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.

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

a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

not, state for what reasons.

What parts of the Boilers could not be thus thoroughly examined?

at 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

Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

the 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

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

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

Engine parts, when referred to by numbers, should be counted from forward.

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

To complete the survey the necessary Electrical equipment requires to be seen on completion and tested according to rule equipment, and a general inspection of the vessel should be made to ascertain that small details are completed. Please see Southampton letter dated 15<sup>th</sup> October 1946.

how Done

See Lon letter 18.11.46/70?

✓ Press Boilers examined under steam, safety valves and reducing valves adjusted to 60 lbs/sq in  
 ✓ Exhaust steam lines examined under steam.  
 ✓ Heating coils connections in forward pump room, to deep tanks, examined on completion.  
 ✓ Main cargo pump room bilge suction tested.  
 ✓ Tank deck pump suction tested.  
 ✓ Tests were carried out on 1500 kW Turbo generator in accordance with Section 2, clause 8(a) the Electrical Rules for a period of six hours on the maximum load obtainable with five Boilers supplying steam. Test sheets herewith. Tests were also carried out in accordance with Section 2, clause 12 far as practicable with satisfactory results.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen is in a good

(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 or LMC 9,11 or LMC 149 lb., FD, &c.)

efficient condition and eligible in my opinion to remain as now classed and to have the notation "Press Boilers" subject to the outstanding items being completed as above.

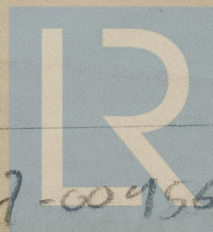
Survey Fee (per Section 29) £ : : Fees applied for 23/10/1946  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 29.) LATE FEE 3 3 - Received by me,  
 Travelling expenses (if chargeable) £ : 17 : 4 19

FRI. 22 NOV 1946

Committee's Minute

Assigned See minute on Bel. 14265

Ch. Masan. J. Amicholas.  
 Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation

009557-009564-0224