

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

(Received at London Office

5 OCT 1947)

Survey Report 13th October 1947 When handed in at Local Office 13th October 1947 Port of Bergen

Survey held at Bergen Date. First Survey 27th September Last Survey 30th September 1947 (No. of Visits.....)

on the Machinery of the Wood, Iron or Steel &c. &c. "BONITA"

Gross 506 Vessel built at Beverley By whom Cook, Welton & Gemmell Ltd. When 1943-
Net 210 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When 1943
Boilers 159 Boilers, when made (Main) 1943 (Donkey) ✓

Boilers Owners AHLGREN & CAPPELEN. Owners' Address
Boilers Managers S. AHLGREN. (if not already recorded in Appendix to Register Book.)
Boilers 200 Lb./sq. in. If Surveyed Afloat or in Dry Dock. Afloat. Port OSLO Voyage Livorno

Boilers If Surveyed Afloat or in Dry Dock. Afloat. (State name of Dock.)

Port No. 3178 Port Bergen

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

Character of Examination and Repairs (if any) Boiler repairs.

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

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.

Has a special damage report been 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? ✓

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

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

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?

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

Has the oil retaining appliance 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 shaft.

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?

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

Remarks: vessel arrived at this port from Aalesund with slight leakage in way of port and centre manhole.

Examination 3 rivets were found slightly leaking. There was very bad access for caulking and the same have therefore been electrically welded. The boiler subsequently found tight.

Copy of Cert. B. 1 has been sent to the Oslo Surveyors.

Observations, Opinion, and Recommendation:

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.) CS 2,34.

Recommended that this vessel's boiler remain as now classed without any fresh survey.

(per Section 29) £ : : Fees applied for 4/10 1947

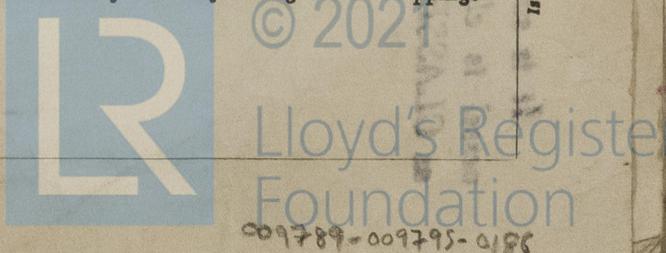
Damage or Repair Fee (if any) £ 40.- : Received by me, 10/10 1947

Expenses (if chargeable) £ 10.- : S. A. Vide Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute 2 JAN 1948

Remarks: + LMC 947 subject 5847

CERTIFICATE WRITTEN



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

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

Minor repairs to boiler.

It is submitted that this vessel is eligible to remain as **CLASSED**.

The class is subject to a spare propeller & sets of metallic fastenings being placed on board at an early opportunity.

J.Y.
30/12/67



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