

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

(Received at London Office

5 OCT 1947

ting 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.....3.....)

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- Month.

Net 210 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When 1943

Boilers, when made (Main) 1943 (Donkey) Owners AHLGREN & CAPPELEN.

Boilers Owners AHLGREN & CAPPELEN. Owners' Address Managers S. AHLGREN.

Boilers 200 lb. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

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

ort No. 3178 Port Bergen

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

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

uses where the Surveyor has not made a special damage report he is required to state whether he offered his for this purpose, and why they were declined

ge report made by anyone else? If so, by whom?

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

Donkey

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

l means, in the absence of internal examination, were adopted by the o assure himself of the thorough efficiency of those parts of each Boiler?

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

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

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

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

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

eyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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

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

ed oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

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

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

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

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

ssel arrived at this port from Aalesund with slight leakage in way of port and centre mouth

mination 3 rivets were found slightly leaking. There was very bad access for caulking and the

have therefore been electrically welded. The boiler subsequently found tight.

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.)

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

(per Section 29) £ : : Fees applied for 4/10 1947
Age or Repair Fee (if any) £40.- : Received by me, 10/10 1947
Expenses (if chargeable) £10.- :
S. A. Ride
Engineer Surveyor to Lloyd's Register of Shipping.

ee's Minute 2 JAN 1948

+ LMC 9 47 subject

5847

CERTIFICATE WRITTEN

Minor repairs to boiler.

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

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

L.H.
30/12/02



© 2021

Lloyd's Register
Foundation