

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

29 MAY 1928

Date of writing Report 26th May 1928 When handed in at Local Office 19 Port of Hamburg
 No. in Reg. Book Survey held at Liibeck Date, First Survey 15th April Last Survey 22nd May 1928
1164 on the Machinery of the Wood, Iron or Steel 3 Mot. "Oskar" (No. of Visits 4)
 Tonnage { Gross 849
 Net 485 Vessel built at Amsterdam By whom Verschure & Co. Sp. & M. When 1914
 Nominal Horse Power 113 Engines made at do. By whom do. When 1914
 No. of Main Boilers 2 SB Boilers, when made (Main) 1914 (Donkey) —
 Owners Ragnar Nilsson Owners' Address —
 (if not already recorded in Appendix to Register Book.)
 Managers — Port Wismar Voyage Danzig
 If Surveyed Afloat 8 in Dry Dock Liibecker Flenderwerke, Liibeck
 (State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>		<u>M.S. - 3, 26</u>
<u>9, 26</u>		<u>B.S. - 14, 26</u>
<u>s.s. off. 12-25</u>		<u>T.S. - 9, 26</u>
		<u>+ L.M.B.</u>

st Report No. — Port —
 Particulars of Examination and Repairs (if any) End 35

Medical 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 repairs 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? —

Is a damage report 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? yes

Do. " Donkey " " " " " —

Was this not done, state for what reasons? —

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

What 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? —

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of Donkey Boiler? —

To what pressure were they afterwards adjusted under steam? —

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

, and of the Donkey Boiler? —

Did the Surveyor examine the drain plugs of the Main Boilers? no drain plug

, and of the Donkey Boiler? —

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler? —

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? —

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? — If so, state reasons —

Has the shaft now fitted been previously used? — Has it a continuous liner? —

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

What is the distance between lignum vitae — of stern bush and top of after bearing of screw shaft? 3 7/8

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

In dry dock examined propeller, April shape in place, outer end of stern bush, sea connection opened up and outside fastenings and found all of these parts in satisfactory condition.

Examined both boilers inside and outside with mountings opened up, manholes, doors and fastenings and found all of these parts in satisfactory condition after the following repairs had been carried out: The boiler at furnace and the boiler at furnace jacketed up, corrosion at the furnace of the boiler at furnace with forward endplate built up by electric welding. Lower parts of back end plates of both boilers lacking repairs repaired by electric welding. Both boilers hydraulically tested and found in order. It remains: Examination of boilers under steam and adjusting of safety valves; this will be carried out at Danzig where the vessel has proceeded to. Danzig Surveyor has been advised.

General Observations, Opinion, and Recommendation: — The Machinery of this vessel, as far as (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, B.S. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.) appears to be in satisfactory condition and is eligible in our opinion to remain as classed in the Loc. Reg. Book and to have fresh record of B.S. 5, 28. subject to safety valves being adjusted.

Survey Fee (per Section 25) £ 1.00 Fees applied for 22.5 10 28
 Special Damage or Repair Fee (if any) £ 6.00
 Travelling Expenses (if chargeable) £ 3.70 Received by me 19 28

Committee's Minute TUES. 12 JUN 1928

Assigned Deferred

TUES. 19 JUN 1928
 FRI. 10 AUG 1928
 TUE. 23 OCT 1928

R. Carstensen Jr. Snr.
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

010283-010288-0035

B. I. due 11.27 partly held stated

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

will be completed at Danzig.

It is submitted that this vessel will be eligible for the record B.S. 5.28 when the safety valves have been adjusted

L.
30/5/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.