

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

(Received at London Office MAY 17 1938)

Date of writing Report Apr 28 1938 When handed in at Local Office Apr 28 1938 Port of Tancouver B.C.

No. in Reg. Book. 26511 Survey held at N. Vancouver Date, First Survey Apr 22 Last Survey Apr 29 1938
 on the Machinery of the Wooden Steel M.V. HOEGH SILVERFLIGHT (No. of Visits 5)

Tonnage } Gross 5197 Vessel built at Hamburg By whom Deutsche-Merk AG, Berlin When 1936 12
 Net 3186 Engines made at Augsburg By whom Masch Augsburg Turnkey When 1936
 Nominal Horse Power } 973 Boilers, when made (Main) (Donkey) 1936

No. of Main Boilers 1 Owners Skibs A/S Noruega etc. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Leij Hoegh Port Oslo Voyage India
 Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock A. A. Burnara Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) None

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.

In 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.

Was 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?

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

If this was not done, state for what reasons? _____

And what parts of the Boilers could not be thus thoroughly examined? _____

Also 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? _____

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

Did the Surveyor examine the Safety Valves of the Main Boiler? _____ 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? _____, and of the Donkey Boilers? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boiler? _____

Has screw shaft now been drawn and examined? 770 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?

Has shaft now been changed? If so, state reasons _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

State date of examination of Screw Shaft _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

Vessel placed on dry dock. All sea connections opened & examined.
The fastenings of sea connections, stern bush & propeller examined.
4" removed from tip of each propeller blade.
Main Engine Nos. 3 & 4 main bearings opened up & examined including brasses & bolts.
Auxiliary Engine outboard generator (No 2) opened up throughout including cylinders - heads, pistons & rings - valves & valve gear. Crank shaft & crank pins, with brasses & bolts.
Generator examined. Attached compressor opened up & examined throughout.
Auxiliary engine tested under working conditions found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as classed with records of L.M.C. CS. 4. 38 when the Survey has been completed.

Survey Fee (per Section 29) £ : 25.00 Fees applied for Apr 29 1938
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : 2.00 Received by me, _____

Robert R. Knorr (Acting)
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 21 JUN 1938

Assigned As now

Lloyd's Register Foundation
 010440 - 010450 - 0243

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

OIL ENGINE
 CONTINUOUS SURVEY

La France

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

*In the
Outboard Quarter
4/38*

*90A
17/6/38*



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Foundation

REGISTRE DE LA MARINE
No. 108, RUE DE LA HARPE, PARIS