

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

(Received at London Office)

Date of writing Report 9-2 1951 When handed in at Local Office 19 Port of Oslo

No. in Reg. Book 70651 Survey held at Gneveske Date First Survey 10-1-51 Last Survey 2-2 1951
(No. of Visits 3)

on the Machinery of the Wood Iron or Steel M.V. 'NORDAAS'

Tonnage { Gross 187 Vessel built at Gainsboro By whom J.S. Watson (Gainsboro) Ltd. When 1943 Month 6
Net 71 Engines made at Keighley By whom H. Widdows & Co. Ltd. When 1943
Nominal Horse Power { 140 Boilers, when made (Main) (Donkey) -
Owners A. Hagegaard Owners' Address (if not already recorded in Appendix to Register Book.)
Port Bergen Voyage -

No. of Main Boilers ✓ Managers -
No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Bath
Steam Pressure in Main Boilers ✓ (state name of Dock.) Saugbrog M. Janksted.
in Donkey Boilers ✓

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Loosening Damage
(Periodical Surveys, when held, must be reported in detail and seriatim 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)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned by Board expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A1</u>		<u>+LMC (4) 11.50.</u>
<u>10.50</u>		<u>TS. 09. 10.50.</u>
<u>S.S. Bgn 4.48.</u>		<u>+LMC 4.48.</u>
		<u>Oil Eng.</u>

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 Yes declined.

Was a damage report made by anyone else? If so, by whom? By. P. Jensen. Vesta.

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

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

If not, 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? -

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

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 screw shaft now been drawn and examined? no Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

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 oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the stern bush Close fit

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

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

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

Vessel examined on Slipway on account of stated grounds, at Trineboen on the 6th January 1951.

Crankshaft couplings broken and tested for alignment M.E. holding down bolts examined. All found in order.

Loosening. Vessel placed on Slipway propped up, aft end of stern bush and outside fastenings of sea connection examined. found in order.

Several service pumps opened up examined and placed in good order tried under working conditions and found satisfactory.

SRH. Tube for elec cable thru deck and adjacent official. Item may be deleted from SRH. Spare propeller not supplied at this time.

General Observations, Opinion, and Recommendation:—

(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, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel so far as was seen is in an efficient condition and is eligible in my opinion to remain as now classed without fresh record of survey, and without special condition regarding repaired tube for elec. cable. but Subject to spare propeller being supplied as previously recommended.

Survey Fee (per Section 20) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 20.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minute THU 8 MAR 1951

Assigned As now subject

E.H. Butler
Engineer-Surveyor to Lloyd's Register of Shipping.



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

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