

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

(Received at London Office)

31 JUN 1954

Date of writing Report 1/6. 1954 When handed in at Local Office 1/6. 1954 Port of Bergen  
 No in Reg. Book. Survey held at Staranger Date. First Survey & Last Survey 24/5 1954  
 (No. of Visits 1)

00380 on the Machinery of the ~~Wood, Iron or Steel~~ St. In "AGER ØEN"

Tonnage { Gross 7239 Vessel built at Vancouver B.C. By whom West Coast Shipbuilders Ltd Year. Month. 1944 - 2.  
 Net 4888 Engines made at Montreal By whom Canadian Allis-Chalmers Ltd When 1944  
 MN As Per Rule 628 Boilers, when made (Main) 1944. (Donkey)   
 No. of Main Boilers 2 Owners. As Sagona Owners' Address. (if not already recorded in Appendix to Register Book.)  
 HS " " 9704 Managers. H. & Hansen-Jangen Port Kristiansand Voyage Kristiansand  
 No. of Donkey Boilers   
 Steam Pressure—  
 in Main Boilers 250 LB/1/2 If Surveyed Afloat or in Dry Dock In dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 250 LB/1/2 (State name of Dock.) As Roenberg Mek. Versted

Last Report No. Port

Particulars of Examination and Repairs (if any) Renewal main injection valve chest  
 (Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, 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. Telegram 24/5.)

HULL	MACHINERY
<u>100 A1</u>	<u>L.M.C. 5,50</u>
<u>With freeboard 6,53</u>	<u>C.L.N. 6,53</u>
<u>s.s. Ans. 5,50</u>	<u>B.S. 6,53</u>
<u>Carrying Penzoil in bulk</u>	<u>Fitted for oil fuel 2,44 F.P. above 150° F.</u>
<u>F.P. above 150° F.</u>	<u>150° F.</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   
 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?   
 " " " Donkey " " " "   
 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)   
 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   
 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?   
 Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete  
Vessel placed in dry dock. Propeller and fastenings of sea connections examined.  
Subject Item: - The main injection valve chest (lower suction) now renewed of cast steel.

No arrangement made for the Special Survey of machinery and boilers  
Vessel now laid up at Kristiansand for sale before the survey is carried out.  
Interim Certificate issued. Copy attached and one copy has been sent to the Oslo Surveyors.

### 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, etc.)  
The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as classed without any fresh record of survey.

Survey Fee (per Section 23) £ : : Fees applied for, 1/6. 1954  
 Special Damage or Repair Fee (if any) kr 50.- Received by me, S. A. Vide  
 (per Section 23.)  
 Travelling expenses (if chargeable) £ : : 19.-

Committee's Minute THURSDAY 10 JUN 1954  
 Assigned As now, without spl. Condition

Engineer Surveyor to Lloyd's Register of Shipping.



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