

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

(Received at London Office

MAY 14 1940

Port of KINGSTON, JAMAICA, B.W.I.

Date of writing Report _____ When handed in at Local Office _____

No. in Reg. Book. 27991 Survey held at Kingston, Jamaica, B.W.I. Date, First Survey 20/4/40 Last Survey 20/4/1940
 (No. of Visits one)

on the Machinery of the ~~Wood~~ Steel M.V. "KROSSFONN",
 Vessel built at Odense By whom Staalsskibsvft ved AP Molle When 1935
 Net 5550 Engines made at Copenhagen By whom Akt. Burmeister & Wain. When 1935
 Nominal Horse Power 728 Boilers, when made (Main) (Donkey) 1935
 No. of Main Boilers - Owners Skibsaktieselsk "Dalfonn" Owners' Address Port Stavanger
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers (Sigval Bergesen) Voyage -
 Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat
 Donkey Boilers 160 lbs. (state name of Dock.)

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

| CHARACTER (for Special Survey Date of last Survey and of Periodical Surveys.) | Year assigned expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|------------------------|--|
| ‡100A1 6,39 | | ‡LMC8,35 MS 7.29 NT 6.39 |
| Carrying petroleum in bulk. | | |

Particulars of Examination and Repairs (if any)

Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details 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.

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.

Has 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?

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.

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 Boilers?

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

Has screw shaft now been drawn and examined? 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.

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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?

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

The Starboard Generator engine and the compressor were completely opened out for inspection and the cylinders, liners, pistons, piston rings, connecting rods, gudgeon pins, top and bottom end bearings, crank shaft, journals and bearings, valve gear and valves, cylinder heads, and the compressor cooler were examined and were all found or put in good condition.

REPAIRS EFFECTED:- Two spare exhaust valves fitted.

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, B.S. 9,11, B.&M.S. 9,11, ‡ L.M.C. 9,11, or ‡ L.M.C. 120 lb., F.D., &c.)

The record of ‡ LMC CS with date be made in the Register Book in the case of this vessel when the survey has been completed.

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| Survey Fee (per Section 29)..... | £ 4 : 4 : 0 | Fees applied for 20/4/1940 Received by me, 20/4/1940 |
| Special Damage or Repair Fee (if any)..... (per Section 29.) | £ : : : | |
| Travelling expenses (if chargeable)..... | £ : : : | |

Committee's Minute
Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

