

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

(Received at London Office

26 MAY 1952

Date of writing Report 14th May, 1952.

When handed in at Local Office.

Port of

Kobe

No in Reg. Book. Survey held at Kobe

Date. First Survey and

Last Survey 28th Jan. 1952.

(No. of Visits)

21437 on the Machinery of the ~~NEW YORK~~ ~~IRON~~ ~~STEEL~~

"OLINDA"

Year. Month.

Tonnage { Gross 5424  
Net 2992  
Nominal { 900  
Horse Power {

Vessel built at Dumbarton

By whom Wm. Denny &amp; Bros., Ltd.

When 1950 2

Engines made at Greenock

By whom J.G. Kincaid &amp; Co., Ltd.

When 1950 2

Boilers, when made (Main) 2,50

(Donkey)

Owners B.I.S.N. Co., Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Main Boilers 3

Managers

Port

Voyage

No. of Donkey Boilers -

Steam Pressure—

If Surveyed Afloat or in Dry Dock In drydock

(State name of Dock.)

Kobe Shipyard

in Donkey Boilers -

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Docking

(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 through 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. 125" Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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. 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.

Now Done: Vessel placed in drydock Propeller aft end of stern bush, All sea connections and their fastenings examined.

Sea connections opened up, examined and found or replaced in good condition.

Interim Certificate issued, Copy attached hereto.

## 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.)

CS 3,34

The machinery of this vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as now classed without fresh record of survey.

Survey Fee (per Section 23) £ : -

Fees applied for

Special Damage or Repair Fee (if any) £ : -

10

(per Section 23.)

Received by me,

Travelling expenses (if chargeable) £ : -

10

Committee's Minute

TUES. 24 JUN 1952

Assigned

As was

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

012620-012623-0153



Docking

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

L.P.

19. 6. 52



© 2021

Lloyd's Register  
Foundation