

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

(Received at London Office)

- 4 OCT 1955

Date of writing Report. Sep 26 1955

When handed in at Local Office

19

Port of AMSTERDAMNo in
Reg. Book. Survey held at Y.M.U.DEN

Date.

First Survey Sep 22Last Survey Sep 24 1955(No. of Visits 2)Report on the Machinery of the Wood, Iron or SteelMotorkraan "THORINA"

Year. Month.

Gross 215
Net 114Vessel built at Beverly

By whom

Coch, Weller & Gammell LtdWhen 1946 10Engines made at Lincoln

By whom

Rushin & Thornaby LtdWhen 1946 10

As Per Rule

Boilers, when made (Main)

(Donkey)

No. of Main Boilers

Owners N.V. Versch. Onderz. en Rep.

Owners' Address

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

No. of Donkey Boilers

Managers

Port Y.M.U.DEN

Voyage

Steam Pressure—

If Surveyed Afloat or in Dry Dock

afloat

(State name of Dock.)

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).Last Report No. 19705Port Am

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 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. (Ref. H) dtd. 13th Sept 1955

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?

What parts of the Boilers could not be thus thoroughly examined?

At 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?

Date of latest date of internal examination of each boiler. D.B. 22-9-55

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? 100 lbs sq. in.

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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the 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

Is electric light and/or power fitted? 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?

When 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

Donkey Boiler examined internally and externally with mountings Safety valves done and their fastenings and found in good condition
Safety valves adjusted under steam pressure at 100 lbs sq. in. Oil fuel installation tried out in working condition and found with fire extinguishing equipment in good condition

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in a good and efficient condition and in my opinion eligible to remain as now classed with fresh notation of D.B.S. 9-55

(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.)

Survey Fee (per Section 23)

£ 40.-

Fees applied for,

10-9-1955

Special Damage or Repair Fee (if any)

(per Section 23.)

Received by me,

Travelling expenses (if chargeable)

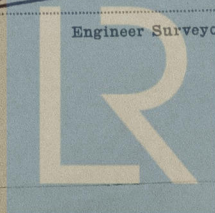
TUESDAY 25 OCT 1955

Committee's Minute

Assigned

D.B.S. 9-55

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

015139-015154-0184

Certificate required if so, to be sent to

DBS due 5.55 now held.

*It is submitted that this
vessel is eligible for THE
RECORD DBS 9.55.*

M. Allen

19 OCT 1955



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