

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

(Received at London Office)

Date of writing Report 7th October 1939 When handed in at Local Office 7th October 1939 Port of Bergen

No. in Survey held at Bergen Date, First Survey 22nd September Last Survey 29th September 1939
No. of Visits 3

6746 on the Machinery of the ~~Wood, Iron or Steel~~ Iron fishing vessel "DELAMORE"

Gross Tonnage 280 Vessel built at Selby By whom Cochrane & Sons Ltd. Year 1913-6
 Net Tonnage 114 Engines made at Hull By whom C. D. Holmes & Co. Ltd. When 1913
 Nominal Horse Power 79 Boilers, when made (Main) 1913 (Donkey)
 No. of Main Boilers 1 Owners As. Bergens Fiskeriselskap. Owners' Address Port
 No. of Donkey Boilers Manager L. G. Kahrs. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lb/sq. in. If Surveyed Afloat or in Dry Dock In slipway Voyage Boje & Andersen.
 in Donkey Boilers (State name of Dock.)

Last Report No. 2784 Port Bergen

Particulars of Examination and Repairs (if any) Screwshaft.

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. H 13/6. 5. 7/7.

On 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? No.

Do 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?

Is screw shaft now drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Is shaft now been changed? No. If so, state reasons

Is 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 22nd September State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Is 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 Complete.

Vessel placed on slipway and seaconnections opened up and examined.
Screwshaft drawn in and examined. Propeller, sternbush and outside fastenings examined.
The funnel has now been renewed.

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. 140 lb., F.D., &c.)

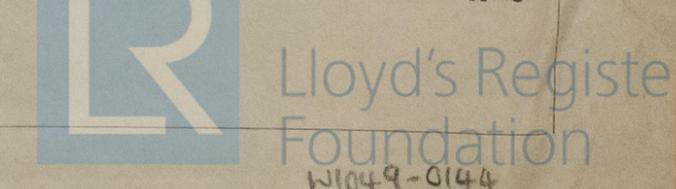
It is recommended that this vessel's machinery remain as now classed in the Register Book with fresh notation Screwshaft seen 9,39.

Survey Fee (per Section 29) £r. 40.- : Fees applied for 6th Oct. 1939
 Special Damage or Repair Fee (if any) £ : £r. 42.-
 Travelling expenses (if chargeable) £r. 2.- : Received by me, 6th Oct. 1939

S. A. Bide jr.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 20 OCT 1939

Assigned As now
Without cost



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

SEE LIMITATION LIST.

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

*Sc. shaft examined
Limit on funnel not furnished
unfitted.*

*It is submitted that
this vessel is eligible for
THE RECORD. A 9.39*

Delete limit.

*DA
18/07/39*



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