

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

(Received at London Office)

20 SEP 1945

Date of writing Report 2<sup>nd</sup> August 1943When handed in at Local Office 2<sup>nd</sup> August 1943

Port of Copenhagen

No. in

Survey held at

Copenhagen

Date, First Survey

and Last Survey

26<sup>th</sup> July 1943

Reg. Book

1738-39

27156

on the Machinery of the

Wood, Iron or Steel

Twin Se. JYLLAND

(No. of Visits)

one

Tonnage

{ Gross 2762

{ Net 1559

Vessel built at

Selling

By whom

Lelinger's Lumber Club

When 1926-6

Year. Month.

Nominal

{ Horse Power

Engines made at

Lepm

By whom

A. H. Burnside Main

When 1926

No. of Main Boilers

Boilers, when made (Main)

(Donkey) 1926

No. of Donkey Boilers

Owners

Del Franche Dampfkeiler Selskabet

Owners' Address

Port

Voyage

Steam Pressure—

in Main Boilers

Managers

If Surveyed

Afloat or in Dry Dock

On ponton.

B. W. Reptation

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

in Donkey Boilers

7626

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 thorough examination at this time?

Donkey

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 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 vitae 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?

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?

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

Survey on Ponton

The sea connection opened up examined - found good with fastenings

The propeller shafts and back (not drawn) examined - found

good, so far as could be seen, with stern tubes, stern bushes, white

metal, oil tight glands - the propellers.

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 \*LMC 140 lb., F.D., &c.)

Recommend the vessel's machinery to remain as now

classified with out fresh record of survey.

Survey Fee (per Section 29) £ 35.00

Special Damage or Repair (if any) £ -

(per Section 29.)

Travelling expenses (if chargeable) £ -

Committee's Minute

Assigned

TUES. 13 NOV 1945

See bfn 11552

Fees applied for

3.8.19 43

Received by me,

19.

J. Langkilde Jensen.  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W1054-0188

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

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



Open Rpts 11225 & Subsequent  
Await further reports  
Kell 9/11/45



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