Rpt. 9.

No. 10214

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

(Received at London Office -8 FEB 1945)

Date of writing Report 4. Sept 1941 When handed in at Local Office 4.9 1941 Port of MARSEILLES

No. in Reg. Book. 20033 Survey held at MARSEILLES Date, First Survey and Last Survey 2-9-1941 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc. "MUINAM"

Tonnage { Gross 3113 / Net 1139

Nominal Horse Power 449

No. of Main Boilers –

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers –

in Donkey Boilers 100 lbs

Vessel built at Nakskov By whom Nakskov Skibs A/S When (Year. Month.) 1931-6

Engines made at Copenhagen By whom Akt. Burmeister & Wain When 1931

Boilers, when made (Main) – (Donkey) 1931

Owners A/S de Ostasiatiske Kompagni Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers – Port Copenhagen Voyage –

If Surveyed ~~Afloat or~~ in Dry Dock City dry dock (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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A 1		✠ LMC. CS 11,39
3,41		1,38
S.S Hkg No 2 -39		DBS 11,39
		TS. CL. 10,39

Last Report No. Port

Particulars of Examination and Repairs (if any) Hkg.

(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.

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? Donkey boiler not due for survey.

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) Good

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? Not adjusted

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? No 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 Guard not removed

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 Complete.

NOW DONE:- Vessel placed in drydock; propeller, after ends of stern bushes and outside fastenings of sea connections examined.

NOTE:- The vessel has now been taken over by the German authorities further information could not be obtained.

General Observations, Opinion, and Recommendation:— Eligible in my opinion to remain as classed without fresh record of survey.

(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.) CS 2,34,

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

C. Takkenecht

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

If so, is the Report sent now, or when will it be sent?

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

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

The Surveyors are requested not to write on or below the space for Committee's Minute.)

20m.7.39.—Transfer In (MADE AND PRINTED IN ENGLAND)

W1058-0146