

DUPLICATE

No. 11637

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

(Received at London Office MAY - 2 1941)

Date of writing Report 24/10/19 40 When handed in at Local Office 24<sup>th</sup> Oct. 19 40 Port of Kobe.

No. in Reg. Book 50575 Survey held at Kobe. Date, First Survey 26/4/40 Last Survey 14/8/19 40.  
(No. of Visits Six.)

on the Machinery of the ~~Woodstock~~ Steel T.M.S. "NORDBO"

Tonnage { Gross 4472 Vessel built at Copenhagen. By whom Akt Burmeistr & Wain. When 1923 lmo.  
Net 2732 Engines made at Copenhagen. By whom Akt Burmeistr & Wain. When 1923.

Nominal Horse Power 629 NHP Boilers, when made (Main) -- (Donkey) 1923.

No. of Main Boilers -- Owners A/S Dampskvlsk Norden. Owners' Address Copenhagen. Voyage --  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers P. Brown Jr. & Co.

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Afloat.

in Donkey Boilers 100 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port PART LMC (CS),  
Particulars of Examination and Repairs (if any) DBS & S.R.L.

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 " " " " Yes.

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 August, 1940. 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? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -- and of the Donkey Boilers? Yes.

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? -- and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Donkey Boilers? -- and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main 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 -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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 -- Is electric light and power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward.

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 Not complete.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Assigned the new return.	Machinery and Boiler Surveys (including date of N.B., if any)
*100AL 40 with freeboard.	3,39	*LMC (CS) 9,36 3,37 DBS 6,39 TS (CL) 10,38
ssCpn. No. 3-9,36.		

**NOW DONE:** The following parts of main and auxiliary machinery were opened out, examined and found or now placed in good condition.

MAIN ENGINES:-	PORT	STARBOARD
Cylinders, covers, & pistons, valves & gears.	No. 3.	Nos. 1, 4, 5 & 6.
Connecting rods and top ends.	Nos. 3 & 6.	Nos. 1, 4, 5 & 6.
Bottom ends.	No. 5.	Nos. 1, 5 & 6.
Crankshaft journals.	All	-- --
Thrust shafts.	-- --	-- --
Intermediate shafts.	Port.	Starboard. (P.T.O.).

**General Observations, Opinion, and Recommendation:**—The machinery and donkey boiler of this vessel are in good condition and eligible, in my opinion, to be continued as classed with fresh records of D.B.S. 8, 40. now; \*LMC be retained with fresh under date when the survey has been further advanced and without restriction regarding No. 3 Auxiliary Engine.

(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., E.D., &c.)

Survey Fee (per Section 29) Yen 190:00 Fees applied for 16/10/19 40

Special Damage or Repair Fee (if any) -- Received by me, 19

Travelling expenses (if chargeable) Yen 25:00

Committee's Minute TUE. 13 MAY 1941

Assigned As now, without spl con.

*A. H. Ridgell*  
Engineer Surveyor to Lloyd's Register of Shipping.



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

ON BOARD CONTINUOUS SURVEY.

Is a Certificate required?

AUXILIARIES:-

Starting air compressor.

Emergency air compressor.

P & S Lubricating oil pumps.

P & S Circulating water pumps.

Bilge pump.

Bilge and Sanitary pump.

Oil Fuel daily service pump.

Pumping arrangements examined and found in good order.

The Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

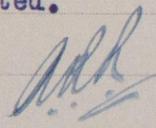
The oil fuel installation for Donkey Boiler examined under working condition and found in order.

S.R.L.:- No.3 Auxiliary engine crank case examined and found in order.

The restriction regarding the above should be deleted from the Special Reasons List.

WEAR AND TEAR REPAIRS:-

Minor repairs and adjustments effected.



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W1058-0707/2

S.S. no 1 due 940

C.B. advanced OBS due 6.40 Held

main repair effected

Dynamo engine and found efficient

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

OBS 8.40

Without special condition.

JRM

12.5.41



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