

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

(Received at London Office 18 APR 1935)

Date of writing Report 21/3 35 When handed in at Local Office 15/4 35 Port of Oslø

No. in Reg. Book 1638 Survey held at Sandefjord. Date, First Survey 21/12/34 Last Survey 19/3 35 (No. of Visits 6)

on the Machinery of the ~~Wood, Iron or Steel~~ Twin screw steamer "N.T. NIELSEN-ALONSO"

Tonnage Gross 9341 Net 5558 Vessel built at Glasgow By whom C. Connell & Co. When 1900 2

Nominal Horse Power 690 Engines made at Glasgow By whom Dunsmuir & Jackson When 1900

No. of Main Boilers 4 Boilers, when made (Main) 1900 NSB(s) 7.28 (Donkey)

No. of Donkey Boilers Owners Hvalfangerselsk. Polaris Owners' Address Larvik (if not already recorded in Appendix to Register Book.)

Managers Melsom & Melsom Port Larvik Voyage

If Surveyed Afloat or in Dry Dock fl. dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

17 Pr.B. 60lbs. 6 Pr.B. - Port

Particulars of Examination and Repairs (if any) See para. 10 Sandefjord.

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 in account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and residues 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.

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

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " " " "

his 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?

latest date of internal examination of each boiler 19/3. 35

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? See report.

the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? See report.

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

the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

screw shaft now been 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? Yes

shaft now been changed? Yes If so, state reasons: See report.

the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

date of examination of Screw Shaft 8/1. 35. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 16"

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done See report.

This vessel placed in floating dock and the screw shafts dran, sea cocks opened and the screw shafts stern tubes, propellers and sea cocks examined.

All boilers opened cleaned and carefully examined internally and externally with manholes, doors and fastenings, safety valves and all other mountings.

All press boilers (16off) opened and examined internally and externally.

All Hartmans apparatus (6off) opened up and examined and the scantlings noted, see attached reports 4505/7. 4519. 4520 & 4521.

One Kvarner apparatus opened up and examined.

A new Kvarner apparatus fitted, see plans approved 22/12/34 and Osl. Rpt. No. 4474 & 75 attached hereto 2 propeller blades, port propeller renewed. All sea cocks ground in.

The insulation on press boilers and apparatus renewed.

14 holding down bolts for the main engine seats renewed and 4 do. repacked.

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.)

Recommend this vessel's machinery to remain as now classed in the Register Book with notation of 3, 35 Pr.B. 1. 35 (18 Pr.B. 60 lbs, 6 Pr.B. 43 Lbs) when safety valves adjusted before she leaves for the whaling ground. Screw shafts seen 1. 35

Committee's Minute Deferred

signed

Fees applied for 21/3 1935

Received by me, 19

WED. 8 MAY 1935

TUE. 8 OCT 1935

Per Jon Holm

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W107-0044

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

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

S/S " N.T.NIELSEN-ALONSO "

condenser?

The port centrifugal pump overhauled.

Stb.main compressor opened up, cleaned, the after tube plate renewed.

About 200 condensertubes renewed and the condenser tested.

Stb.engine I.P.slide and face planed off.

Hartmans apparatus:- The shafts for the ballance covers for 6 apparatus renewed.

The apparatus overhauled, repaired and tested.

A new side house about 60 feet length fitted on boat deck p.s.

Remains to be done to complete the BS:-

The boilers and press boilers' safety valves to be adjusted under steam before she leaves for the whaling ground.

