

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

(Received at London Office 13 AUG 1926)

Date of writing Report 12/8 19 26 When handed in at Local Office 16/8 19 26 Port of Oslo

No. in Reg. Book. Survey held at Sandefjord & Osle Date, First Survey 9/2 Last Survey 9/8 19 26 (No. of Visits 10)

77971 on the Machinery of the Wood, Iron or Steel S/S " N.T. NIELSEN-ALONSO"  
Tonnage Gross 9506 Net 5669 Vessel built at Glasgow By whom O. Connell & Co. When 1900  
Engines made at Glasgow By whom Dunsmuir & Jackson When 1900  
Nominal Horse Power 532 Boilers, when made (Main) (Donkey)  
No. of Main Boilers 2 Owners Hvalfangerselskabet Polaris A/Port Larvik Voyage Ross Sea  
No. of Donkey Boilers 1 Managers Melsom & Melsom  
Team Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both. Akers mek. Verksted  
In Donkey Boilers 140

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.	Year when Survey expires.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 Awning deck with freeboard 6, 25 ssRot. 2nd No. 3-12, 24		+LMC12, 24 S.S. 1. 26. 2.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date 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

Is 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? *yes*

Do. " Donkey " " " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? *180 lbs, see report.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes* To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? *yes*, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *yes*, and of the Donkey Boiler?

Has the 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?

Has the shaft now been changed? *no* If so, state reasons

Has the shaft now fitted now? *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?

What is the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? *good fit*

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

This vessel placed in drydock and the propeller, screw shaft, stern tube, and sea cocks examined in position.

All boilers opened up, cleaned and carefully examined internally and externally, Manholes, doors, safety valves and all other mountings examined.

All boilers examined under steam pressure and the safety valves set to 180 lbs. pr. sq inch Repairs now effected:-

The engine and auxiliary engines partly opened up and overhauled, Port shafting lined in. spare screw shaft has been placed on board, The shaft is marked : LLOYDS 1706 H.K.27.4.26,

FORWARD BOILER:- All plan tubes and a number of staybolts renewed, Combustion chamber backplates made good by electric welding in way of a few staybolts. The boiler overhauled and repaired throughout, and tested by hydraulic pressure to 260 lbs, and found good. The insulation renewed.

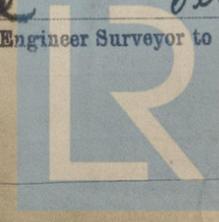
We beg to propose that the original pressure 180 lbs. may be re-entered in the Register Book.

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, or F.M.C. 9, 11, 14 & 15, F.D., &c.)

Recommend this vessel's machinery to remain as now classed in the Register Book with notation of BS 8\_26,

Signature of Surveyor: *P. R. 8 26*  
Date: *FRI. 3 SEP 1926*  
Fees applied for: *Kr. 135.-*  
Received by me: *24/8/26*  
Committee's Minute: *del. d.b.p. note blr records*

Signature of Engineer Surveyor: *P. R. 8 26*  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation  
W107-0117

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

This is a Certificate required if so, to be sent to the office

STARBOARD AND PORT BOILERS:-

A number of staybolts renewed, Rivet cracks in way of combustion chambers and slight defects in way of shell plating at places made good by electric welding,

The seat and valve for main valve and 1 feed valve chest renewed.

The other valves overhauled and ground in,

The insulation renewed,

The adjusting of the safety valves has been held by Mr. Holden of Sandefjord.

special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*D.S. due 12.25 now held.  
Forward Single Ended boiler has  
now been retubed & repaired. The  
original W.D. restored.*

*It is submitted that  
this vessel is eligible for  
THE RECORD. B.S.S. 26.*

*Note new records of  
2D&1SB. 15cf 65315. HS 10784.  
18075. N.H. 608.*

*Sapunge D.B. press 14076.*

*J.W.D.  
3/15/26.*

