

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 2/12 1951. When handed in at Local Office 19 Port of Rotterdam
 No in Reg. Book. Survey held at Schiedam Date. First Survey 29/11 Last Survey 10/12 1951
 8692 on the Machinery of the Wood Iron or Steel 1/2 " MARTIN CARL (No. of Visits 9)

Gross Tonnage 2499 Vessel built at Sunderland By whom S. P. Austin & Son, Ltd. Year. Month. When 1947 7
 Net Tonnage 1371 Engines made at Sunderland By whom N.E. Marine Eng. Co. (1900) Ltd. When 1947
 Nominal Horse Power 386 M.N. Boilers, when made (Main) 1947 (Donkey) "
 Owners MS Dampskibsselskab, Helsingør Owners' Address "
 Managers M. Carl (if not already recorded in Appendix to Register Book.)
 Port Copenhagen Voyage "
 If Surveyed Afloat and in Dry Dock New Waterway St. by Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Part Report No. " Port "
 Particulars of Examination and Repairs (if any) Condition & Boiler Repairs
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned as expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1</u>		<u>+LMC 7.47</u>
<u>Gal. 12.50</u>		<u>C.L. 9.49</u>

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. "
 A damage report made by anyone else? If so, by whom? "
 Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? yes
 " " Donkey " " " "
 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. " Present condition of funnel(s). "
 Did the Surveyor examine the Safety Valves of the Main Boilers? " To what pressure were they afterwards adjusted under steam? "
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? " 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 the screw shaft now been drawn and examined? no Has it a continuous liner? " Is an approved oil retaining appliance fitted at the after end? "
 Has the shaft now been changed? " If so, state reasons. " Has the shaft now fitted been previously used? " Has it a continuous liner? "
 Is an approved oil retaining appliance fitted at the after end? " State date of examination of Screw Shaft. " State the wear down in the screw bush. 3.7 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? "
 The parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. "
Inspected on board at request of the Owners Superintendent. In Starboard boiler a leaking joint and rivets were found by the Chief Engineer. Starboard boiler previously showed caustic embrittlement this joint was examined carefully, but one place between the rivets the wrapper plate showed a crack. After removal of some rivets, cracks were found in wrapper and tube plates at this center comb. chamber. Seam completely removed, and a new plate strap welded to tube plate and wrapper plate. On completion boiler tested to W.P. and all found tight. All other joints of comb. chambers carefully examined, no cracks could be found. All rivets of the long joint of the shell plates tested by hammer, and found in order. Propeller and outside fastenings examined.

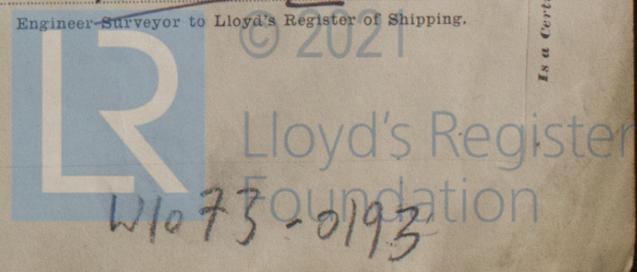
NOTE. Photograph of wrapper plate attached. A piece of this plate is available in this Office.
 General Observations, Opinion, and Recommendation:— in this Office.
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register 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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., ED, &c.)

The Machinery of this vessel is in good condition, and in my opinion eligible to remain as classed.

Fee (per Section 20) £ 120.-
 Damage or Repair Fee (if any) (per Section 29.) 19.-
 Working expenses (if chargeable) "
 Fees applied for 29/12 19.57
 Received by me, "/1 19.53

Redupre
 Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute See Minute on Wreck Rpt



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