

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

Date of writing Report 21.1.52 (Received at London Office 5 FEB 1952)
 No in Reg. Book 08041 When handed in at Local Office 19 Port of Helsingfors
 Survey held at Kotka Date First Survey 19.12. Last Survey 19.12. 19 51
 on the Machinery of the Wood, Iron or Steel Steamer "EDNA" (ex "Kjell", ex "Anund", ex "Chr. Gylstorf")
 Tonnage { Gross 829 Vessel built at Sunderland By whom Sunderland S.B. Co. Ltd. Year 1905 Month 5
 Net 432 Engines made at " By whom N.E. Marine Eng. Co. Ltd. When "
 Nominal Horse Power 123 MW Boilers, when made (Main) 1905 (Donkey)
 Owners Aktiebolaget Hera Owners' Address Marichamn
 No. of Main Boilers 2 SB Managers Alb. Jansson (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - If Surveyed Afloat or in Dry-Deck afloat Port Mariehamn Voyage
 Steam Pressure in Main Boilers 160 lbs. (State name of Dock.)
 in Donkey Boilers -

Last Report No. 2856 Port Myo

Particulars of Examination and Repairs (if any) Safety Valves of Boilers

(Periodical surveys, when held, must be reported in detail and serially 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 through examination at this time?

" " Donkey " " "

If not, 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?

State latest date of internal examination of each boiler SB. Boiler 16.10.51, P.B. Boiler 29.11.51 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? 160 lbs.

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the stern bush.

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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now done: The safety valves of both Boilers floated.

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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

The Boilers are eligible in my opinion to remain as continued classed with fresh record of BS 10.51.

Survey Fee (per Section 29) £mk. 3.000

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

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Wite

Fees applied for

10.52

Received by me,

TUE 19 FEB 1952

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

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