

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

(Received at London Office 17 JAN 1940)

Date of writing Report 10th of Jan: 1940 When handed in at Local Office 19 Port of Amsterdam

No. in Reg. Book. 26825 Survey held at Amsterdam Date, First Survey 24th of June Last Survey 30th of Dec 1939 (No. of Visits 4)

Tonnage { Gross 9720 Vessel built at Gothenburg By whom A/B Götaverken When 1928
 Net 5761 Engines made at Gothenburg By whom Aktieb. Götaverken When 1928

Nominal Horse Power 724 Boilers, when made (Main) (Donkey) 1928

No. of Main Boilers ✓ Owners Fankos Operating Comp. Owners' Address ✓
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Managers ✓ Port Panama Voyage ✓

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Ned Dok Mij.

in Donkey Boilers 150 lb

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) +LMC T.S.

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? ✓

Do the same for Donkey Boilers? Yes

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? All parts 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. 23/11/39 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? 150 lb.

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 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? Yes.

Has 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 shaft now been changed? ✓ If so, state reasons ✓

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 24/6/39 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft renewed

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Vessel placed in drydock. Screws shafts drawn examined and found in order. The Port screws shaft liner which was very slightly grooved dressed up in lathe. Stern bushes and fastenings examined and found in order. Two new bronze propellers are fitted. Seacocks valves and fastenings examined and found or made in order. Examined all the cylinders, pistons, valves, valve gear, connecting rods, crosspins, top and bottom end brasses and found in order. Please see cont. report.

General Observations, Opinion, and Recommendation:— The machinery is in a good condition. I am of opinion that this vessel is eligible to be recorded in the register book with fresh record of + LMC 12-39 notation of T.S. seen 12-39.

Survey Fee (per section 29) £252.00 Fees applied for 161 1940

Special Damage or Repair Fee (if any) £42.00

Travelling expenses (if chargeable) £24.00 Received by me, 23/1/1940

Committee's Minute _____

Assigned +Lmc. 12.39

DBS. 12.39

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.	assigned now control.	Machinery and Boiler Surveys (including date of N.B. if any)
<u>+100A1</u>		<u>+LMC</u>
<u>12.38</u>		<u>C5 7.37</u>
<u>ss Got. N° 2-37</u>		<u>1.38</u>
<u>Carrying Petroleum in bulk</u>		<u>DBS 12.38</u>
		<u>T.S. 17.36 CL</u>
		<u>P 3.38 CL</u>

OIL ENGINE
CONTINUOUS SURVEY

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

Is a Certificate required? If so, to be sent to Amsterdam Surveyors.

W. Muijt
 Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register
 W1088-0158 1/3

CERTIFICATE WRITTEN

FRI. 1 MAR 1940

No. 4. "Jaguas" now named "Janko" I

Both cranks shafts lifted same examined and found in order. Bearing brases examined and found good.

Examined the Thrust and Intermediate shafts of both Engines and found in order.

Examined the Cylinders, pistons, connecting rods, cranks shafts, cross pins, crank pins, top and bottom end brases, bearing-brases, valves and coolers of both main compressors and found in order.

Examined the Cylinders, pistons, covers, connecting rods, cross pins, crank pins, top and bottom end brases, cranks shafts, bearing brases and the three starting air receivers internally and externally of the three Auxiliary Dynamo Oil Engines and found or made in order.

Examined the Cylinders, pistons, valves, covers, cross pins, crank pins, cranks shaft and bearing brases of the Steam driven dynamo engine and found in order.

Examined the Cylinders, pistons, connecting rod, cross pin, crank pin, cranks shaft, bearing brases, valves and air coolers of the Electric driven Auxiliary Compressor and found in order.

Examined the Port and Starboard Starting air-receivers internally and externally and found in order.

Examined the Injection (4) air receivers internally and externally and found in order.

Examined the two Meir's feed pumps, two main-cooler pumps, two lubricating oil pumps, Winch Condenser-circulating pump, Ballast pump, Main engine driven-bulge pumps, Electric driven bulge pump,

Fuel oil transfer pump and found or made in order.

Tested and examined the Winch Condenser and found in order.

Examined the pumps, heaters and pipes of the oil burning installation and found in order.

Examined the valves, cocks, pipes etc. of the pumping arrangement and found or made in order.

Examined the pumping arrangement in the main pump room and in forward pump room and found in order.

Examined the fuel storage tanks and daily service tanks their fittings and connections and found in order.

Please see cont. report no. II

Mo. 4 "Jaguar" now named "Janko" II

Examined both donkey boilers internally and externally their mountings and safety valves and found in order.

Examined and tested the steam pipes and found in order.

All the electric generators and motors overhauled examined and tested and found in order.

Electrical equipment examined and tested and found or made in order.

The installation to new fore ship examined and tested and found in order.

All fittings on main and sub distribution switch boards examined and found in order.

Tested and examined the heating coils and ballast pipe line in all the tanks and found in order.

All the machinery examined in working condition during the trial in the North Sea Canal and found in order.

W. W. W. W.

Machinery examined
throughout.

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

June 12-39
July 12-39
Oct. 5 12-39.

It is concluded that the
pumps & pumping
arrangements used
connections at the forward
end of the ship are
in accordance
with the Rule
requirements but
they should be
confirmed.

Yes
9/9/40

BA
12/40



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