

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

No. 7083.

Date of writing Report 10th August 1925 (Received at London Office 28 AUG 1925)

No. in Reg. Book 65536 Survey held at Copenhagen Date, First Survey 25th February Last Survey 8th August 1925

Tonnage Gross 1468 Net 1184 Vessel built at N Vancouver B.C. By whom Wm Lyall S.B. Co Ltd When 1918-9

Nominal Horse Power 103 Engines made at Oakland, Cal. By whom Mar. Imperial Eng. Co When 1918

No. of Main Boilers 1 Boilers, when made (Main) By whom (Donkey) 1918

No. of Donkey Boilers 1 Owners H Rederiet Bro Owners' Address Port Copenhagen Voyage

Steam Pressure in Main Boilers 125 lbs Managers H Sebrsen If Surveyed Afloat or in Dry Dock Afloat

Last Report No. Port Particulars of Examination and Repairs (if any)

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. Donkey No

If this was not done, state for what reasons? The boiler was not accessible on the water side.

And what parts of the Boilers could not be thus thoroughly examined? The boiler was examined through mud holes and through holes in tube plate (tubes removed)

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? Hydraulic test to 200 lbs per sq in

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? None

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

Has screw shaft now been drawn and examined? No 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? No If so, state reasons

Is the shaft now fitted new? No 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?

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Yes

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

Part D B I
The bottom blow off cock and the feed valve renewed completely.

The mud hole doors built up in way of the edges to fit properly in the holes.

All the plain tubes renewed.

On completion of repairs tested the boiler by hydraulic pressure to 200 lbs per sq in and found it tight.

Examined internally as far as practicable through mud holes and through holes in tube plate, when tubes removed the vertical donkey boiler and found it with safety valves, mudholes and doors, steam pipe, mountings etc. in good, efficient and safe working condition.

When adjusting safety valves it was found that the donkey boiler (1790)

General Observations, Opinion, and Recommendation:—

Recommend the vessel's machinery to remain as entered and to have notation of D.B.S-10-25 when the donkey boiler survey has been completed.

TUE. 2 OCT 1925

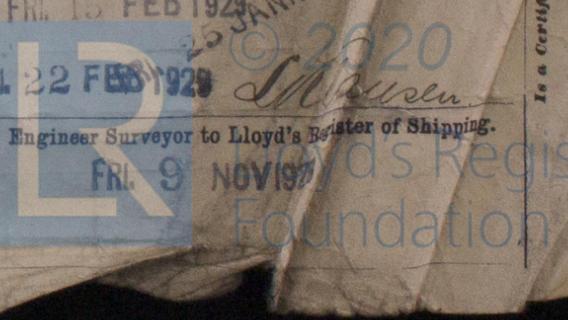
FRI. 22 JUL 1927

WED. 29 DEC 1926

TUES. 18 JUN 1926

TUES. 28 FEB 1928

Survey Fee (per section 28) £4.85.00 Fees applied for 26.8.1925
Special Damage or Repair Fee (if any) (per section 28.) £ Received by me, 19
Travelling Expenses (if chargeable) £3.00
Committee's Minute TUES. 8 SEP 1925
Deferred



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and

Is a Certificate required if so, to be sent to

W1098-0250

Wood Aux Turm No. 5 Mst Gr. CAP NORD

feed pump was out of order (The pump was not properly packed)

It was arranged with the owner that the safety valves of the donkey boiler should be adjusted under steam and the donkey boiler feed pump tested under working conditions and examined by a Surveyor to this Society on the vessel's arrival at Boulogne sur Mer.

be other side.

REMAIN

REMAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

D.B. on 7.25. partly held water well is completed at Boulogne

N.B. - If this Report is co

is submitted that this

D.B. S. 25. when

safety valves have been adjusted & the feed pumps tested under working conditions

H.S.
4/9/25

Amu BTR



© 2020

Lloyd's Register Foundation