

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

(Received at London Office)

Date of writing Report 1st Aug 1929 When handed in at Local Office 1st Aug 1929 Port of Copenhagen

No. in Reg. Book 4252 Survey held at Copenhagen Date, First Survey 1st Aug 1929 and Last Survey 1st Aug 1929
on the Machinery of the Wood, Iron or Steel S.S. "SIGRID" (No. of Visits)

Tonnage { Gross 1207 Vessel built at Copenhagen By whom Kobenhavns Flyde & Skibsvaerft When 1917-12
Net 432 Engines made at Copenhagen By whom Kobenhavns Flyde & Skibsvaerft When 1917
Nominal Horse Power 98 Boilers, when made (Main) 1917 (Donkey)
No. of Main Boilers 2 Owners M/s. A/S. Progress Owners' Address (if not already recorded in Appendix to Register Book)
No. of Donkey Boilers 1 Managers M. Nielsen Port Copenhagen Voyage
Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock Skandgadervaerft Portoon
in Donkey Boilers (State name of Dock.)

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 " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly 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?

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? 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 Boiler?

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

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

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has shaft now been changed? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? not gauged

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

The fastenings of the sea connections examined and found good.
Propeller shaft, stern tube & stern bush examined as far as possible, the shaft not being in. Propeller examined and found good.

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 L.M.C. 9,11, 140 lb., F.D., &c.)

Recommend the machinery of this vessel to remain as now classed without fresh record of survey.

Survey Fee (per Section 25).....	£		Fees applied for
Special Damage or Repair Fee (if any).....	£		19
Recalling Expenses (if chargeable).....	£		Received by me,
			19

Committee's Minute FRI. 16 AUG 1929
Assigned As now

J.G. Buchanan
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 11 JUL 1930
TUE. 15 JUL 1930



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

In a Certificate required? If so, to be sent to

W1116-0095

N.B.—If this Report is copied by copying Press, especial 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.

25/11
13/8/29

RETAIN

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

