

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

10 MAY 1929

(Received at London Office)

Date of writing Report *May 7<sup>th</sup>* 1929 When handed in at Local Office *May 8<sup>th</sup>* 1929 Port of *Bergen*

No. in Reg. Book. *87315* Survey held at *Staravanger* Date, First Survey *April 16<sup>th</sup>* Last Survey *May 1<sup>st</sup>* 1929 (No. of Visits *3* trips)

Tonnage { Gross *2981* Net *1778* Vessel built at *Sunderland* By whom *W. Pickersgill & Son* When *1901*

Nominal Horse Power *277* Engines made at *Sunderland* By whom *J. Dickinson & Sons* When *1901*

No. of Main Boilers *1* Boilers, when made (Main) *1901* (Donkey)

No. of Donkey Boilers *1* Owners *M/s Veni* Owners' Address *Port Staravanger Voyage Dantzic*

Steam Pressure in Main Boilers *180 LBS* Managers *J. Pedersen* If Surveyed Afloat or in Dry Dock *Both* (State name of Dock.)

in Donkey Boilers *—*

Last Report No. *1937* Port *Bergen*Particulars of Examination and Repairs (if any) *S.S. N-1*

(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 *Port* Main Boiler separately and make a thorough examination at this time? *Yes*

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? *Yes*

To what pressure were they afterwards adjusted under steam? *All, 180 LBS*

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? *Yes*

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? *None*

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? *Yes*

Is it fitted with continuous liner? *No*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No*

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? *1/8*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *Postponed one year. Thrust & tunnel-shafts & all auxiliary machinery. — Engines opened up for examination & cylinders pistons & slide valves with rods, spindles & gears have been examined. Crank shafts examined. Tail shaft drawn & examined together with stern bush, propeller & fastenings. Condenser & all pumps with plungers, rods, valves & connections. Sea connections opened up & examined. The machinery so far as now seen found in very good condition requiring no repairs. Port boiler examined carefully & found throughout in good condition. Mountings & doors examined & found in efficient condition. Safety valves adjusted under steam to 180 LBS. One length of main injection pipe to repair or renew.*

## 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.P., &c.)

*The machinery so far as seen now & Port boiler are in good & efficient condition. Eligible in my opinion to remain as classed subject to the completion of the survey with notation B.S. & tail shaft seen 4, 29 & one length of main injection pipe repaired or renewed.*

Survey Fee (per Section 25) *£* Fees applied for *May 1929*  
 Special Damage or Repair Fee (if any) *£16.0.0*  
 Travelling Expenses (if chargeable) *£* Received by me, *May 1929*

Committee's Minute *1028 MAY 1929*

Assigned *Deferred*

*S. A. Erde* 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

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W1122 - 6121



Due 5.29 completed.

N.B.—If this Report is con

3<sup>rd</sup> SS 10/ due 4.29 partly held.

Completion within year of pass  
Approved.

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

Due 4.29

It is submitted that this  
vessel will be eligible for  
the record. + due 4.29 when the  
thrust & tunnel shafts and  
Aux. pumps have been  
examined.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

Subject to the SS not  
being used & to the  
main injection pipe  
being repaired or  
removed before  
the end of  
4.30.

5.4.29.

SSA

23/4

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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