

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

(Received at London Office)

Date of writing Report 6-14 1942. When handed in at Local Office

Port of Port of Spain

No. in Reg. Book. Survey held at Port of Spain, Trinidad. Date First Survey

Last Survey

on the Machinery of the Wood, Iron or Steel M.V. "ANDREA BROVIG"

Tonnage Gross 10173  
Net 6083

Vessel built at Gotenburg.

By whom A.B. Gotaverken

When 1940-2

Nominal Horse Power 1030

Engines made at

By whom

When

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers 2

Owners Portfredexiet Brovig tank.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers

Managers Th. Brovig.

Port Farsund. Voyage

in Donkey Boilers 150 lbs.

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 Ft 1.42.		+ LMC 2.40.
		Oil Engines
		Continuous Survey
		Carrying Petroleum in bulk
		Oil Engine.

Last Report No. 21709 Port GRK.

## Particulars of Examination and Repairs (if any)

(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 thorough examination at this time?

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 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? 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?

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. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

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?

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

## 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, \* L.M.C. 9,11, or \* L.M.C. 140 lb., F.D., &c.)

\* L.M.C. 140 lb., F.D., &amp;c.)

CS 3,34

Survey Fee (per Section 29) £ : :

Fees applied for

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

19

Travelling expenses (if chargeable) £ : :

Received by me,

19

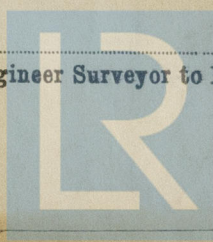
Committee's Minute

Assigned

TUE. 7 JUL 1942

As now Subject

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation

W1165 - 0203



Several cracks found in No 4 &  
5' Cylinder Curves.

It is submitted that  
this vessel is eligible to  
receive a C.A.S.S. All

Subject to No 4 & 5' Cylinder  
Curves being dealt into  
at first opportunity

Thus

6.7.42



© 2020

Lloyd's Register  
Foundation