

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

(Received at London Office)

Date of writing Report 23rd November, 42 When handed in at Local Office 24th November, 42 Port of New York
 No. in Survey held at New York Date, First Survey 5th Nov. Last Survey 15th November 1942
 Reg. Book No. 76972 on the Machinery of the ~~WOODSTOCK~~ Steel M.V. "KOLLEBJORG" (No. of Visits 4)

Tonnage { Gross 8259 Vessel built at Gothenburg By whom Eriksbergs M.V. Aktieb Year. Month. 1937 5
 Net 4978 Engines made at Gothenburg By whom Eriksberg M.V. Aktieb When 1937 -
 Nominal Horse Power 644 Boilers, when made (Main) (Donkey) 1937
 of Main Boilers 7 Owners A/S Kollbjorg Owners' Address -
 of Donkey Boilers 2 Managers (Odd Berg & Hjalmar Bjorge) (if not already recorded in Appendix to Register Book.)
 Steam Pressure - Port Oslo Voyage -
 in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 142 lbs. (State name of Dock) Erie Basin, Brooklyn, New York

Last Report No. 4312 Port Gal

Particulars of Examination and Repairs (if any) Reps. to Oil Eng.

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.

Where 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.

Has 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 " " " -

When this was not done, state for what reasons? Not submitted at this time.

What parts of the Boilers could not be thus thoroughly examined? -

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? -

What is the latest date of internal examination of each boiler? - 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? - 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 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? -

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? -

What is the latest 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? Yes

Has the Surveyor examined 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? =

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

WORK DONE: Repairs caused by damage stated caused by failure of bottom head:

No. 4 Engine:
Motor; Bottom head, bottom exhaust pipe, upper and lower liners renewed, after-wards assembled and
in shop and stamped as follows: LLOYDS TEST 11-10-42 J.C.C. Old head repaired and returned to
ship as spare. On completion of repairs a dock trial was run at maximum permissible revolutions
and all found in good order.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel (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, if 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, * LMC 140 lb., P.D., &c.)
 * LMC 140 lb., P.D., &c.)
 CS 3,34,
 is in good condition and eligible in my opinion to be continued as classed without fresh re-survey.

Survey Fee (per Section 29) \$ 50.00
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) Sunday Fee \$ 10.00

Fees applied for
 Received by me,
 1942

Committee's Minute

Assigned As now

Engineer Surveyor



2020

Lloyd's Register Foundation

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