

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

(Received at London Office)

Date of writing Report May 1<sup>st</sup> 1942 When handed in at Local Office May 4 1942 Port of New York  
 No. in Survey held at New York Date, First Survey March 28 Last Survey April 16 1942  
 Reg. Book 29529 on the Machinery of the Wood, Iron or Steel Sc. "NORVIK" (No. of Visits 4)

Gross Tonnage 9555 Vessel built at Hamburg By whom Deutsche Werft A.G. When 1938-1  
 Net Tonnage 5987 Engines made at Augsburg By whom M. A. H. When 1938-1  
 Nominal Horse Power 1163 Boilers, when made (Main) (Donkey) 1938-1  
 No. of Main Boilers ✓ Owners Laurent Corporation Owners' Address as recorded  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 3 Managers ✓ Port Panama Voyage ✓  
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both Bethlehem  
 in Donkey Boilers 170 lb. (State name of Dock.) 27<sup>th</sup> St., Brooklyn

Last Report No. PortParticulars of Examination and Repairs (if any) Fastenings & b.s.

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? ✓" " 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) GoodDid 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? ✓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 3/16"

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

Is electric light and/or power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NoHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NoIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. b.s. case.

Now done: - Vessel placed in Dry Dock. All outside fastenings examined and found in order. All sea valves opened up, examined & replaced in good working order.

b.s. :- Main Engine:

Scavenge pump cylinder, pistons &amp; valves examined and found good.

Ford &amp; Aft Starting Air Receivers examined internally &amp; externally including all valves &amp; fittings and found good.

Auxiliaries:

Ford Feed Pump &amp; Stand by Piston cooling water pump examined and found good.

Emergency Generator engine and emergency compressor examined in their entirety and found good.

## General Observations, Opinion, and Recommendation:—

The machinery of this vessel is

(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, &amp;c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, &amp; L.M.C. 9,11, or

\* LMC 140 lb., F.D., &amp;c.)

CS 3,34,

in good & safe working condition and eligible in my opinion to remain as now classed with fresh record of + h. m. b. s. with date when survey had been completed.

Survey Fee (per Section 29) £ 50

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

Travelling expenses (if chargeable) £ : :

Fees applied for

May 19 42

Received by me,

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Committee's Minute NEW YORK MAY 6 1942Assigned as usualJohn Briggs 2020  
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register  
Foundation

W1191 - 0038

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

Is a Certificate required? If so, to be sent to.



Noted  
No. 1 due 142  
Chadance,

his detail

SA  
10/6/42

