

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

(Received at London Office)

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

Tonnage { Gross 9555 Vessel built at Hamburg By whom Deutsche Werft A.G. When 1938-1
 Net 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 Sauket Corporation Owners' Address as recorded
 No. of Donkey Boilers 3 Managers ✓ Port Panama Voyage ✓
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both Bethlehem Particulars of Classification (which must be inserted
 in Donkey Boilers 170 lbs (State name of Dock.) 27th dt, Brooklyn precisely as in Register Book & Supplements.)

Last Report No. _____ Port _____

Particulars 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) 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? 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? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

If 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 & valves examined and found good.
Ford & aft starting air receivers examined internally & externally including all valves & fittings and found good.

Auxiliaries
For A Feed Pump & 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 in good & safe working condition and eligible in my opinion to remain as now classed with fresh record of + h. M. C. b. S. with date when survey had been completed.

Survey Fee (per Section 29) £ 50
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Fees applied for May 8 1942
 Received by me, John Brigg
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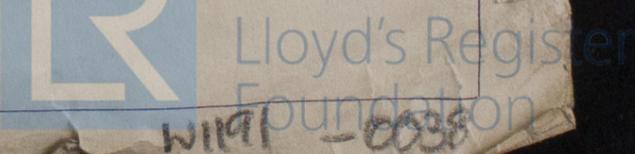
Committee's Minute NEW YORK MAY 6 1942
Assigned as usual

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
T100A1 8.41		+ Lmc 1.38 b.s.
SS Best No 1-41		DBS 8.41 CL 10.39
		Oil Engine
		Continuous Survey
		Oil Engine

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

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

John Brigg
Engineer Surveyor to Lloyd's Register of Shipping.



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