

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

(Received at London Office)

4 MAY 1943

Date of writing Report 12th April 19 43 When handed in at Local Office 16th April 19 43 Port of New York
 No. in Survey held at New York Date, First Survey 5th April Last Survey 6th April 19 43
 Reg. Book 75405 on the Machinery of the Wooden Steel M.V. "HOEGH SILVERDAWN" (No. of Visits 3)
 Year. Month. 1940 3

Tonnage { Gross 7715 Vessel built at Copenhagen By whom Akt. Burmeister & Wain When 1940
 Net 4730 Engines made at Copenhagen By whom Akt. Burmeister & Wain When 1940
 Nominal Horse Power 1064 Boilers, when made (Main) (Donkey) 1940
 No. of Main Boilers - Owners Skibs A/S Arizona Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Manager Leif Hoegh & Co. A/S Port Oslo Voyage -
 Steam Pressure - If Surveyed Afloat or in Dry Dock Dry dock Particulars of Classification (which must be inserted
 in Main Boilers - (State name of Dock) Bethlehem Steel Co., 56th St., precisely as in Register Book & Supplements).
 in Donkey Boilers 90 lbs. Brooklyn, N.Y.

Last Report No. PortParticulars of Examination and Repairs (if any) Dkg. & TS

(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 " " NoIf this was not done, state for what reasons? Not submitted for survey.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? NoTo 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? noDid the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? noDid the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? noHas screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? YesIs 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 April 5th State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"Is electric light and/or power fitted? Yes

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

NoIf 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? -Complete

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

NOW DONE: Vessel placed in dry dock, propeller, sea cocks & valves with their shell fastenings, examined and found or now placed in good condition.
 Tail Shaft with continuous liner examined and found in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in
 (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.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
CS 3,34,
condition and eligible in my opinion to be continued as classed with record of TS 4,43.

Survey Fee (per Section 29) \$ 20.00
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.) Late Fee \$ 10.00
 Travelling expenses (if chargeable) £ : :

Fees applied for
April 26 19 43
 Received by me,
19

Committee's Minute

Assigned As now
T. S. 4, 43.

NEW YORK APR 21 1943

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

Notes

Kim

24.5.43

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