

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

(Received at London Office 11 FEB 1925)

Date of writing Report 8th December 1924 When handed in at Local Office Port of Copenhagen.

No. in Supplement Survey held at Aalborg. Date, First Survey 10th November Last Survey 22nd November 1924

88679 on the Machinery of the ~~Wood, Iron or Steel~~ Motor Vessel "EPOCA" (yard No. 12) (No. of Plates 4)

Tonnage { Gross 1025 Vessel built at Harlshamn. By whom Harlshamns Skeppsvarf When 1924.
Net 582 Engines made at Stockholm. By whom Atlas Diesel. When 1924

Nominal Horse Power } Boilers, when made (Main) none (Donkey) ✓
No. of Main Boilers ✓ Owners Aktieselskabet Gjærissen & Co Port Christiania Voyage Himmestad.

No. of Donkey Boilers ✓ Managers ✓
Steam Pressure in Main Boilers ✓
in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock In dry dock.
(State name of Dock.) Aalborg Skeppsvarf.

Last Report No. Port

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.

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 ✓

as 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? ✓

Do. " Donkey " " " " " ✓

If this was not done, state for what reasons? ✓

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? ✓

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has shaft now been changed? no If so, state reasons ✓

Has the shaft now fitted new? ✓ 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 distance between ~~gunwale~~ cast iron gunwale or bearing metal of stern bush and top of after bearing of screw shaft? 1 m/m.

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

Continuation survey for First Entry.

The safety valve chest of the starboard donkey boiler has been repacked on the boiler shell.

Casing gear have been fitted to the safety valves on both donkey boilers.

The waste-steam pipes from the donkey boiler safety valves have been rearranged, to be lead ^{up} outside the donkey boiler funnel.

Suitable save-alls have been fitted in way of the donkey boiler oil fuel burners.

Direct suction pipes have been fitted from the oil fuel transfer pump to the No 3 double bottom tank, port and starboard side.

Controlling gear has been fitted to the steam valve on the oil fuel transfer pump.

The engine room flooring has been completed, and covering plate has been fitted in way of the fly wheel on the main engine.

(P.T.O.)

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, R.S. 9, 11, B.&M.S. 9, 11, or S.E.M.C. 9, 11, 140 D., F.D., &c.)

Recommend the vessel to have record of **LMC** - with date of completion, **OIL ENGINES**.

O.G. - and notation of Tail shaft seen 11.24, - subject to the above specified remaining parts been done.

Survey Fee (per Section 28) £ 120.00 Fees applied for 8.12.10.24.

Special Damage or Repair Fee (if any) £ 50.00 (per Section 28.)

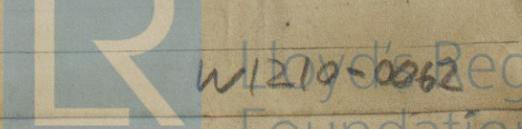
Travelling Expenses (if chargeable) £ Received by me, 19.25.

Committee's Minute TUES. 20 JAN 1925

Assigned see minute on J.B. report

A.C. Dinesen
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 13 FEB 1925



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

In order to complete the Survey for First Entry the following still remains to be done :-

1. Controlling gear to be fitted to the fire extinguishing valves on the donkey boilers. ✓
2. Controlling gear to be fitted to the valves on the oil fuel settling tank on port side of the engine room, and the drain cock on same to be replaced by a self-closing cock or valve. ✓
3. Controlling gear to be fitted to the valve on the oil fuel tank on starboard side of the engine room, and the gauge cocks on same to be replaced by self-closing cocks or valves. ✓
4. Controlling gear to be fitted to the valves on the oil fuel tank for the fuel burners to the donkey boilers, and the gauge cocks on same to be replaced by self-closing cocks or valves. ✓
5. The copper pipes from the oil fuel tank to the fuel burners on the donkey boilers to be replaced by steel pipes. ✓

Regarding the above we beg to refer to the Secretary's letter E dated the 10th November 1924 addressed to Mr. J.W. Jørgensen the Society's Surveyor at Halmö and to the plans of "Pipe system and mountings to settling tank, filters and petrol tank." - and "Pipe system to donkey boilers with supply tank." forwarded from Halmö. -

The vessel proceeded from Aalborg to Flemmestad near Christiania where, according to the Master's statement, the Survey would be completed, and at his request an interim certificate has been issued as per copy enclosed. -

While the vessel was under survey here the continuation of the fitting of the electric lighting installation, commenced at Karlshamn have been examined, and the Master stated that the fitting would be completed at Flemmestad. -

The Society's Surveyors at Christiania have been advised respecting the above.

Examination of propeller shaft.

When the vessel was placed in dry dock, the fastenings of the seaconnections were examined and found good. - An additional seacock has been fitted on the port side for cooling water inlet to the auxiliary engines. -

The propeller shaft drawn in examined and found good. - The sterntube, cast iron sternbush and the Edervall's patent lubricating gland etc. examined and found good. - The propeller found good and again fitted on. -

A.C.F.

M.R. - If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.