

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

No. 281146

MAY - 1 1939

Date of writing Report 14-4-39

When handed in at Local Office

(Received at London Office)

Survey held at Schiedam

Port of Rotterdam

on the Machinery of the Wood, Iron or Steel

Date, First Survey 10-4-39 Last Survey 10-4-1939

Gross 5173
Net 3651

Vessel built at Hamburg

By whom Deutsche Werft AG, Hamburg

Engines made at Augsburg

Boilers, when made (Main)

Owners John T. Essberger

Managers

If Surveyed Afloat or in Dry Dock

New Waterway

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Hamburg

Voyage Vancouver

st Report No.

Port

Particulars of Examination and Repairs (if any) Lond

Periodical Surveys, when held, must be reported in detail and in the terms of the Rules. State clearly the nature and extent of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and the details of any letters respecting this case.

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.

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

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?

Latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler?

Present condition of funnel(s) Good

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?

To what pressure were they afterwards adjusted under steam?

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 the 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 the 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?

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

Is electric light and/or power fitted?

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Propeller, sternbush and outer fastenings examined and found good.

General Observations, Opinion, and Recommendation:

The machinery being now in order, I am of opinion that this vessel is eligible to remain as classed.

Fee (per Section 29)

£

Fees applied for

19

Damage or Repair Fee (if any)

£

Received by me,

19

Other expenses (if chargeable)

£

Committee's Minute

FRI 12 MAY 1939

Signed As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1349-0180

It is submitted that
this vessel is eligible to
remain as **GLASSED**.

Ham
10.3.39

RECEIVED
10.3.39

