

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

(Received at London Office 2 JUN 1942)

Date of writing Report 3-4-1942 When handed in at Local Office 4-4-1942 Port of NEW ORLEANS.

Survey held at New Orleans. Date, First Survey 23-3-42 Last Survey 1-4-1942 (No. of Visits 4)

on the Machinery of the ~~Warrior~~ Steel sc. "BOSILKA" Year. Month.

Gross 3009 Vessel built at Glasgow By whom Barclay, Curle & Co. Ltd When 1896 3
Net 1810 Engines made at Do. By whom Do. When 1896

Boilers, when made (Main) 1896 (Donkey) NDB 11
Owners: Carobrodarsko Društvo S.O.I. Owners' Address: "Alesna" (if not already recorded in Appendix to Register Book.)
Managers: Port OREBIC Voyage

Surveyed Afloat & in Dry Dock Soda Johnson D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) New Orleans

Report No. Port Particulars of Examination and Repairs (if any) D.K.G. & B.S.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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. Offered, not required.

A damage report made by anyone else? If so, by whom? Yes. Tall. Alesna.
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Did the Surveyor go inside each Donkey Boiler? Yes.

What parts of the Boilers could not be thus thoroughly examined? None.

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? None.

Latest date of internal examination of each boiler 22.3.42 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? In place (Yes), and of the Donkey Boilers? Yes

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

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

Has the shaft now been changed? No. If so, state reasons. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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. 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

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

Has the Survey been completed, state what arrangements have been made for its completion and what remains to be done. Complete.

Work Done For Docking: Vessel placed in drydock, propeller, outer end of stern bush, and outside fastenings of sea connections examined.

Work Done For B.S.: Examined the 2 main boilers throughout, together with mountings, manholes, doors & fastenings, also superheaters pipes & leaders as far as practicable. Afterwards examined under steam & the safety valves adjusted to 160 lb.

Repairs: A Boiler front end plate, immediately above flange of port manhole, and partly below nut of main stay, fractured, fracture approx. 5" long running to washship. Fracture cut out and built up by C.W. and a doubling plate fitted. Main stay drawn.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen, is in safe working condition and eligible in my opinion to remain as classed, with record of B.S. 3, 4, 2. "Donkey Boilers not to be used".

Survey Fee (per Section 29) B.S. \$30.00 Fees applied for 4-4-1942 B.S. B.S.
Special Damage or Repair Fee (if any) £ : : Received by me, P.Y. Baljouis
(per Section 29.) Travelling expenses (if chargeable) \$ 8.75: 19 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute assigned as above NEW YORK APR 8 1942 Subject D.B.L.R. Lloyd's Register of Shipping Foundation

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

3/3 "BOSILKA"

and new stay fitted, passing through doubling plate, and nutted on internal & external sides of end plate.

2 c.c. wrappers plate stays renewed.

S. Boiled centre & port c.c.s. 1 stoppered tube in each c.c. now renewed.

1 stud on lower manhole door renewed.

P.Y.B



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Lloyd's Register Foundation

W149-0130(2/2)

Noted

Subject to the
DONKEY BOILER
not being used

[Signature]
18/6/42



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