

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

(Received at London Office

2 JUL 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 ~~Winn~~ Steel sc. "BOSILKA"

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

244 Boilers, when made (Main) 1896 (Donkey) NDB 11

253 Owners, Carobrodarsko Društvo, S.O.I. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers "Aleksi" 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).

Donkey Boilers. (State name of Dock.) New Orleans

Report No. Port

Particulars of Examination and Repairs (if any) D.K. & B.S.

Periodical 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 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. Offered, not required.

Is a damage report made by anyone else? If so, by whom? Yes. Tall. Assoc.

Does the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Donkey " " " "

Was it 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 29.3.42 23.3.42 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?

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

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

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

Has screw shaft now been drawn and examined? No. 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?

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?

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?

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

WH DONE FOR DOCKING. Vessel placed in drydock, propeller, outer end of stern bush, and outside fastenings of sea connections examined.

WH DONE FOR B.S. Examined the 2 main boilers throughout, together with mountings, manholes, doors & fastenings, also superheater pipes & leaden 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 N.W. & S.E. 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

(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

CS 334, 140 lb., F.D., &c.)

Vessel, as now seen, is in safe working condition and eligible in my opinion to remain as classed, with record of B.S. 3, 42. "Donkey Boilers not to be used".

Survey Fee (per Section 29) B.S. \$30.00

Special Damage or Repair Fee (if any) £ : :

(per Section 29.)

Travelling expenses (if chargeable) \$8.75

Committee's Minute

Assigned As U.W.

B.S. 4, 42. Subject D.B.R.

NEW YORK APR 8 1942

Fees applied for 4 - 4 - 1942 B.S. 3

Received by me, P.Y. Balfores

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W149-0130 (12)

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

3/3 "BOSILYKA"

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

2 c.c. wrapper plate stays renewed.

S. Boilers Centre & Port c.c.s. 1 stoppered tube in each c.c. now renewed.

1 stud on lower manhole door renewed.

P.Y.B

Noted

Subject to the
DONKEY BOILER
not being used

BM
18/6/42



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