

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

21 OCT 1942

(Received at London Office)

Date of writing Report 8th August, 1942 When handed in at Local Office 19 Port of East London, S. Africa.

No. in Survey held at East London. Date, First Survey 12/6/42. Last Survey 11/7/42. 19 (No. of Visits)

2298 on the Machinery of the Wood, Iron or Steel M.V. "DANMARK."

Gross 8391 Vessel built at Copenhagen. By whom A/S Burmeister + Wain. Year 1925 Month 12
Net 5348. Engines made at Copenhagen. By whom A/S Burmeister + Wain. When 1925.

Boilers, when made (Main) (Donkey)
Owners Ministry of War Transport. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers United Baltic Corp. Ltd. Port Liverpool. Voyage

If Surveyed Afloat or in Dry Dock afloat. (State Name of Dock.)
Report No. 299. Port East London, P.M.L.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A.1.		+LMC. CS. 8,38
12, 41.		1,40
82 p/n No 3-838		DBS. 7,40
		02. 12. 41
Car. reg. in P.T.s find		

Particulars of Examination and Repairs (if any)

Medical 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.

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.

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If 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? 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 Boilers?

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.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted?

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

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

Examination of machinery of main engine as per attached Report. repairs and renewals as required.

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 if any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., etc.)

Recommend that the vessel continue as at present classed and that the records of B.S. LMC. 7. 42 (in red) be made in the Register Book when the Survey has been completed.

Fee (per Section 29) £ 18 : 18 : 00.

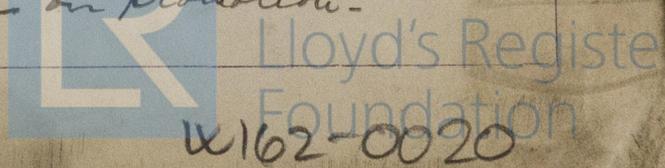
Damage or Repair Fee (if any) (per Section 29.) £

Printing expenses (if chargeable) £

Surveyor's Minute See Wreck Rpt.

Fees applied for 14/7/1942. Received by me, 24/7/1942.

W. McDonald left hurriedly for Durban on promotion.
Engineer Surveyor to Lloyd's Register of Shipping.



W162-0020

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

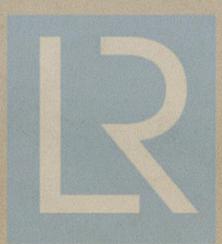


Machinery partly
examined.
Notes for Sprague &
Co for repairs & change

Submitted action
be deferred.

RA
4/11/43

Since Smith
Noted.



© 2021

Lloyd's Register
Foundation