

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

(Received at London Office)

Date of writing Report 13th Febr. 1940 When handed in at Local Office 13th Febr. 1940 Port of Gothenburg
 No. in Reg. Book 23088 Survey held at Gothenburg Date, First Survey 8th February Last Survey 1940
 on the Machinery of ~~the Wood, Iron or Steel~~ Iron & Steel Twin S. M/S "DANMARK" (No. of Visits Om)

Tonnage } Gross 8391
 Net 5342 Vessel built at Copenhagen By whom A/S. Burmeister & Wain When 1925 12
 Engines made at Copenhagen By whom A/S Burmeister & Wain When 1925
 Nominal Horse Power 983 Boilers, when made (Main) (Donkey) 1925
 No. of Main Boilers 1 Owners A/S Ort Æstasiatiska Kompagni Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port Copenhagen Voyage
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)
 in Donkey Boilers 80-lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 11111 Port of Cpn
 Particulars of Examination and Repairs (if any) Sample LMC

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.E., if any).
* 100 A1	8.38	* LMC (CS) 8.38
		9.37
		CL 2.39
SS. Cpn. No 3	8.38	DBS 6.39

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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. Cpn. letter 5.2.40. S.J.
 In 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 ✓

Was 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 the same for Donkey Boilers? No

If this was not done, state for what reasons? Donkey Boiler not due for surveying

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) good

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 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? No 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? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitæ 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. Is electric light and/or power fitted? yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Now done

Both Main Engines examined under working condition and found to work satisfactorily after conversion to solid injection at Nakskov.

Please see Copenhagen Surveyor's report on this case.

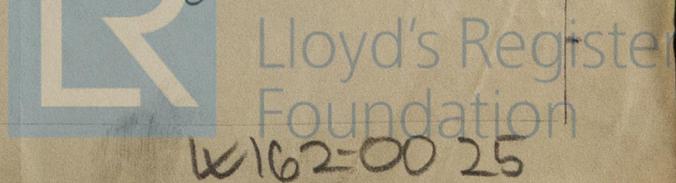
General Observations, Opinion, and Recommendation:— The machinery of this vessel as
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.&M.S. 9,11, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)
about seen is eligible in my opinion to remain as now classed in the Register Book without fresh record of survey

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) (per Section 29) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

FRI 11 MAR 1940

Committee's Minute
 Assigned As now Without Spl. Comd.
CS-140

N. Magnusson
 Engineer Surveyor to Lloyd's Register of Shipping.



W162-00 25

20m, 7, 39 - Transfer Ink. The Surveyors are requested not to

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to