

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

28 DEC 1954

Date of writing Report 15-12-54 10. When handed in at Local Office 19. Port of Bangkok

No in Reg. Book. Survey held at Bangkok. Date. First Survey 14-12-54 Last Survey 19. (No. of Visits One)

7640 on the Machinery of the Wood, Iron or Steel M.V. LEXA MAERSK

Gross 5720 Vessel built at Sunderland By whom Barkham Sons Ltd. Year. Month. 1949 11.  
Net 3270 Engines made at Wallend By whom N.E. Marine Eng Co Ltd. When 1949.  
As Per Rule 1114 Boilers, when made (Main) (Donkey) 1949.  
of Main Boilers Owners A/S O/S Sundborg & O/S of 1912 A/K Owners' Address (if not already recorded in Appendix to Register Book.)  
of Donkey Boilers 402 Managers A. P. Moller Port Copenhagen Voyage  
Steam Pressure— If Surveyed Afloat or in Dry Dock Afloat.  
in Main Boilers (State name of Dock.)  
in Donkey Boilers 100 lb.

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

HULL

MACHINERY

+100 A1  
with freeboard.  
7,54.

+LMC 11,49.  
DBS. 9,87  
TS CL 12,52

Carrying oil FP above WOT in the peak tank, use oil or naphtha in workshop tank & keep tanks off, use oil in upper & after peak tank OFF ENGINES

CONTINUOUS SURVEY: TORSIONAL ENDORSEMENT CASE.

R.M.C.(ED.)

ast Report No. Port. +LMC.CS  
Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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

a damage report made by anyone else? If so, by whom?

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

Donkey

What parts of the Boilers could not be thus thoroughly examined?

at 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?

the latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

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

the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

an approved oil retaining appliance fitted at the after end? State date of examination of screw shaft. State the wear down in the

tern bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

fine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Examined. Tunnel shaft bearings N<sup>os</sup> 1, 2, 3, 4, 6, 7, 8, 9, 11 & 12.  
Thrust shaft & bearings.

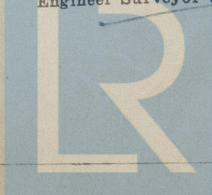
## General Observations, Opinion, and Recommendation:—

(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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel is eligible, in my opinion, to remain as classed with record of "Parts seen with date"

Fee (per Section 23) Totals £ 300-00  
Damage or Repair Fee (if any) £ : :  
(per Section 23.) Totals £ 30-00  
Travelling expenses (if chargeable) £ : :  
Fees applied for, 15.12.1954  
Received by me, 19.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Is Certificate required? If so, to be sent to