

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

(Received at London Office)

26 JUL 1943

Date of writing Report 17-6-1943 When handed in at Local Office 19 Port of CURACAO N.W.I.
 in Survey held at CURACAO N.W.I. Date, First Survey 15-6-43 Last Survey 17-6-1943
 Book on the Machinery of the Wood, Iron or Steel S.S. LITIOPA (No. of Visits 3)

Gross 5356 Vessel built at SUNDERLAND By whom BARTRAM & SONS, LTD. When 1917
 Net 3171 Engines made at SUNDERLAND By whom J. DICKINSON & SONS When 1917
476 Boilers, when made (Main) 1917 (Donkey) ✓
 Boilers 358 Owners N/S MOSVOLD'S REDEARL Owners' Address ✓
 (if not already recorded in Appendix to Register Book.)
 by Boilers ✓ Managers M. Mosvold Port FARSUND Voyage ✓
 Boilers 19016 If Surveyed Afloat in Dry Dock Groving Dock
 (State name of Dock.) (small not dry)

Port No. 43778 Port NYK.

Particulars of Examination and Repairs (if any) See values.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" Donkey " " not done.

Boilers could not be thus thoroughly examined? ✓

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? ✓

Date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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

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

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

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

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

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? ✓

Shaft now been changed? ✓ If so, state reasons ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

placed in dry dock & under load lowered & small pump room sea valves to be
up & examined. Sound plates screwed on top of port & starboard valves broken & valves
alive. New plates now fitted, valves fixed & found satisfactory.

1 Observations, Opinion, and Recommendation:— The machinery of this vessel,

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.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

is now seen, is eligible in my opinion to remain as classed without
record.

Fee (per Section 29) £45:00 Fees applied for 17-6-1943
 Additional Damage or Repair Fee (if any) £5:00 Received by me, 19
 (per Section 29.)
 Selling expenses (if chargeable)

Committee's Minute
 Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

11250-044

It is submitted that
this vessel is insured by
policy as CLASSICAL

Thur

6.8.43



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