

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 13 AUG 1943)

Writing Report.....19..... When handed in at Local Office.....19..... Port of Reykjavik

Survey held at Reykjavik Date. First Survey 5 Dec Last Survey 16 Dec 19 41
(No. of Visits.....12.....)

on the Machinery of the Wood, Iron or Steel K. Max Pemberton

Gross 3231 Vessel built at Selby By whom Carrane & Sons Ltd Year. Month. When 1917-2
Net 1343 Engines made at Hull By whom C. D. Holmes & Co Ltd When 1917

Boilers, when made (Main) 1917 (Donkey)
Main Boilers 1 Owners H. K. Thomsen Owners' Address Reykjavik
Boilers 2008 Managers same (if not already recorded in Appendix to Register Book.)
Boilers 2008 Port Reykjavik Voyage.....

If Surveyed Afloat or in Dry Dock Shipway
(State name of Dock.) Lippelsgade Reykjavik

Particulars of Classification which must be inserted precisely as in Register Book & 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 A1 +LMC 6, 37
Str. Trans B.S. 7, 39
7.40 XAV C.L. 7.40
S.S. Gms 3-1, 29
S.S. Bth 2-37

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 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 stated at the end of the report. State also the dates and 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 offered 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? Yes

Donkey " " "

For what reasons? What parts of the 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 14 Dec Present condition of funnel(s) good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb.

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

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

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

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

Screw shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

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

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the shaft.

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

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

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

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

Cylinders, pistons, slide valves, pumps, condensers, shafting, propellers, sea connections, their fastenings and the general arrangement of cocks, pipes, bilge suction, valves, examined and found or put in good condition.

The boiler and its superheater, safety valves, doors and mountings examined inside and outside and found or put in good condition. The safety valves afterwards tested under steam to the working pressure stated above.

The main steam line and superheater was tested by an hydraulic pressure of 400 lb./sq. inch and found in good and efficient condition.

The boiler and machinery is in good and efficient condition and only small repairs were carried out on same.

General Observations, Opinion, and Recommendation:— This vessel's machinery is in good and efficient condition in my opinion, eligible to remain as classed and to have record of LMC 72, 41 in Register Book.

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

CS 3,34

Record of LMC 72, 41 in Register Book.

Fee (per Section 29) £ 72 : 12 : 0 Fees applied for 23/12 1941

Damage or Repair Fee (if any) £ 1 : 1 : 0 Received by me, 23/12 1941

Printing expenses (if chargeable) £ : : TUES. 31 AUG 1943

Committee's Minute signed + LMC 12, 41.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 253-0125

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

L.S. no 3000 1.4.11 Partly held 17.50 has wheels
B. held. Minor repairs effected

It is submitted that
this vessel is eligible for
THE RECORD

+ held. 12.51

X It is concluded the electric light
engine & dynamo have been
placed in Satisfactory Condition
but this should be confirmed

Thus
30.8.43

T.S. due 7.43



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