

REPORT 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 1941
(No. of Visits.....1.....)

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

Gross 3231 Vessel built at Selby By whom Carran & Sons Ltd When 1917-2

Net 1343 Engines made at Julie By whom C. D. Holmes & Co Ltd When 1917

Main Boilers 1 Boilers, when made (Main) 1917 (Donkey)

Owners H. K. Thomsen Owners' Address Reykjavik

Managers same Port Reykjavik Voyage

If Surveyed Afloat or in Dry Dock Shipway
(State name of Dock.) Shippvegid 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)
<u>+100 A 1</u>		<u>+LMC 6, 37</u>
<u>Str. Trunk</u>		<u>B.S. 7, 39</u>
<u>7.40 X 2 1/2</u>		<u>C.L. 7, 40</u>
<u>S.S. Gms No 3 - 1, 29</u>		
<u>S.S. Pgh No 2 - 37</u>		

Port No. _____ Port _____

Reasons of Examination and Repairs (if any) _____

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Has a special damage report been 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? Yes

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

Reasons 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

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

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

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

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

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

Has the 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

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

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

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

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

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

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

The boiler and its superheater, safety valves, doors and mountings examined inside and outside and found 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 a hydrostatic pressure of 400 lb/sq in and found in good and efficient condition.

The boiler and machinery is in good and efficient condition and only such repairs as 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 or cleared and to have its 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.)

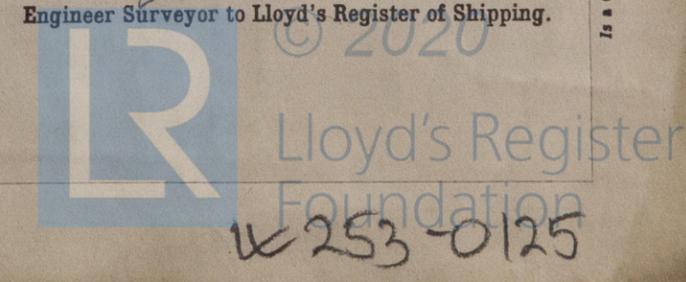
Fee (per Section 29) £ 72 : 12 : 0 Fees applied for 23/12 1941

Damage or Repair Fee (if any) (per Section 29.) £ 1 : 1 : 0 Received by me, 23/12 1941

Printing expenses (if chargeable) £ _____

Committee's Minute _____

Signed _____



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

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

W 253-0125

P.S. no 3000 1.41. Partly held 17.50 how wheel
B. held. Minor repair effected

It is submitted that
this vessel is eligible for
THE RECORD

+ hull 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. dau 7.43



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