

Rpt. 9. No. 10831
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) **MAR 29 1939**

Date of writing Report 27th March 1939 When handed in at Local Office 27th March 1939 Port of Copenhagen

No. in Survey held at Slakster Date, First Survey 25th January Last Survey 23rd March 1939
 7. Book. 3863 on the Machinery of the Wood, Iron or Steel Twin Sc. "SOUTH AMERICA" (No. of Visits 5)

Age } Gross 6246 Vessel built at Slakster By whom Slakster Skibsverft When 1931-4
 Net 3646 Engines made at Cpm. By whom Ahl. Bunnish. Wain When 1931
 Nominal } 543 Boilers, when made (Main) (Donkey) 1931
 Horse Power }
 of Main Boilers - Owners The Texas Co (Norway) & Co Owners' Address -
 of Donkey Boilers 2 Managers H.C. Mathison (if not already recorded in Appendix to Register Book.)
 Steam Pressure - Port Ostlo Voyage -
 Main Boilers - If Surveyed Afloat or in Dry Dock Boiler Particulars of Classification (which must be inserted
 Donkey Boilers 170lb (State name of Dock.) Slakster Skibsverft. precisely as in Register Book & Supplements).

Latest Report No. - Port -

Particulars of Examination and Repairs (if any) C.S. Alteration

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 details 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. London 5/11/39

Where 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? -

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

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

Date of latest date of internal examination of each boiler Boiler - 3.39 Present condition of funnel(s) -

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? yes To what pressure were they afterwards adjusted under steam? 170lb/0"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? yes
 Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? yes

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

Has the 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 the shaft now been changed? - 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? -

Date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft not gauged
 Engine parts, when referred to by numbers, should be counted from foreward. Is electric light and power fitted? yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? no
 Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

Advancement of Continuous Survey.
 The following parts have now been examined & found good: -
 Port Main Engine: - No 2-5 & 6 cylinders, pistons, covers, valves, gears and connecting rods with top & bottom ends - No 2 & 6 crank shaft journals
 The main air compressor complete & forward shaft journal
 The thrust shaft.

Starboard Main Engine: - No 1-5 & 6 cylinders, pistons, covers, valves, gears and connecting rods with top & bottom ends
 No 2 & 6 crank shaft journals
 The main air compressor complete & forward shaft journal

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, &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.)

Recommend the vessel's machinery to remain in its present class and to have notation in the Register Book of L.M.C.-CS with new dates when the survey has been completed and of DBS-3.39

Survey Fee (per Section 29) £ 400.00 Fees applied for 28.3.1939
 Special Damage or Repair Fee (if any) £ - Received by me, 19
 Travelling expenses (if chargeable) £ 194.10

Committee's Minute FBI. 14 APR 1939
 Assigned 3.39 S.B.S. 3.39

CERTIFICATE WRITTEN
 Lloyd's Register Foundation
 W261-0014 (1/2)

Is a Certificate required? If so, to be sent to yes. The Surveyor Slakster

Steel Twin Se. "SOUTH AMERICA"

The starting air receiver internally & externally.

Donkey Boiler Survey.

Examined internally and externally the two donkey boilers and found them with safety valves, man-holes with doors, steam pipe mountings etc. to be in good efficient and safe working condition. Adjusted the safety valves under steam to 170 lbs/sq. in.

Survey on Portholes.

The fastenings of the sea connections examined & found good. The propeller shafts, stern tubes, stem bushes, liquor vites propellers etc. found good so far as could be seen, the shafts not being drawn in.

Alterations to the Cargo Pumping Arrangement.

The cargo tank pumping arrangement has been altered in accordance with the approved plan herewith, examined, tested and found good.

J. L. J.

An Interim Certificate has been issued & two copies are forwarded herewith.

J. L. J.

W261 - 0014 (2/12)



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