

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

(Received at London Office)

Date of writing Report

When handed in at Local Office

Port of

LIVERPOOL

No. in
Reg. Book
74136

Survey held at

Liverpool

Date First Survey

Last Survey

4/12/1940

(No. of Visits)

Tonnage

Gross 1022 1/2
Net 6432

Vessel built at

Lopen Lager

By whom

A. R. Burmeister & Wain

When

1931-5

Nominal
Horse Power

1236

Engines made at

- do -

By whom

- do -

When

- do -

No. of Main Boilers

Boilers, when made (Main)

✓

(Donkey)

1931

No. of Donkey Boilers

Owners

A/S Det Ostaasiatiska Kompagni

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Lopen Lager

Voyage

✓

Steam Pressure—
in Main Boilers

upper 80

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Yes

H. H. Harrison

in Donkey Boilers

upper 80

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
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

+100A.1 with

+L.M.C. CS 1.40

forward 9.39

9.39

SS CPN. No 2. 39

O.B.S. 9.40

+LLOYD'S R.M.C.S. 40

TS (C) N. 6.38

Last Report No. 114908 Port Liverpool

Particulars of Examination and Repairs (if any) + L.M.C. - C.S.

(Periodical 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, in detail, 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.)

In 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?

" " Donkey " " " "

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Good

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?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

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 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?

State 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

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

Is electric light and/or power fitted

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

The Chief Engineer stated that the continuous survey would be advanced as opportunity offers.

How done:-

Examined No 3 top & bottom covers, top & bottom liners, top & bottom exhaust pistons, top & bottom exhaust cylinders, main piston & rod & oil fuel transfer pump.

Copy of Interim certificate issued herewith attached.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far

(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.)

as far seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh record of + L.M.C. - C.S. with date, on completion of the survey, subject to the propeller being examined at the next dry docking as per S.P.L.

Survey Fee (per Section 29)

£ : :

Fees applied for

19

Special Damage or Repair Fee (if any)

£ : :

Received by me,

19

Travelling expenses (if chargeable)

£ : :

LIVERPOOL

17 DEC 1940

Committee's Minute

Assigned As now subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W35-0111

Copy to Danish Ministry