

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

(Received at London Office)

26 MAR 1940

Date of writing Report

Mar 6 40

When handed in at Local Office

Mar 6

Port of

New York

No. in Reg. Book. Survey held at

22239 on the Machinery of the Wood, Iron or Steel

Date, First Survey

Feb 16

Last Survey

Feb 3 1940

(No. of Visits 3)

Tonnage Gross 3290 Net 1939

Vessel built at Alhambra

By whom J. van der Meer

When 1922

Nominal Horse Power 356

Engines made at Nallund

By whom (Donkey)

When 1922

No. of Main Boilers 3

Boilers, when made (Main) 1922

Owners' Address As usual

No. of Donkey Boilers 1

Managers L. B. Hausen

Port Copenhagen Voyage

Steam Pressure in Main Boilers 200 lb

If Surveyed Afloat or in Dry Dock Afloat

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTERIS. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned (including current)	Machinery and Boiler Surveys (including date of N.B., if any).
HDDAI 7.38		HME MS7.35
55 R.A. No 3.7.35		BS 8.39
		TS 12.39
		Fitted with 1.22 H.M.C. 150

Last Report No. 39775 Port N.Y.

Particulars of Examination and Repairs (if any) Fuel Oil Installation

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

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

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.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

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

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. Is electric light and/or power fitted?

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

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

Time. H.M.C. not advanced at this time.

Work done at request of Owners Representative, the heating coils in No. 1, 2 & 3 tanks tested & repaired as necessary, the oil fuel installation examined under working conditions & found satisfactory. The oil fuel installation had not been used for some time.

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

(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, E.S. 9.11, B.&N.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

is eligible, in my opinion, to remain as now classed without further work.

Survey Fee (per Section 29) \$ 30.00

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Committee's Minute NEW YORK MAR 6 - 1940

Assigned Deferred for Comp. No. 55201

Engineer Surveyor to Lloyd's Register of Shipping.



