

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

Date of writing Report *Mar 6 40* When handed in at Local Office *Mar 6 40* Port of *New York*  
 No. in Reg. Book *22239* Survey held at *New York* Date, First Survey *Feb 16 40* Last Survey *Feb 3 1940*  
 Tonnage { Gross *3290* Vessel built at *Alhambra* By whom *Selfs v. Jan Smit Co.* When *1922*  
 Net *1939* Engines made at *Nallund* By whom *Carlson & Co. Ltd.* When *1922*  
 Nominal Horse Power *356* Boilers, when made (Main) *1922* (Donkey) *-*  
 No. of Main Boilers *3* Owners *Selfs v. Jan Smit Co.* Owners' Address *As under*  
 No. of Donkey Boilers *-* Managers *L. B. Hansen* Port *Copenhagen* Voyage *-*  
 Steam Pressure in Main Boilers *200 lb.* If Surveyed Afloat or in Dry Dock *Afloat*  
 in Donkey Boilers *-*

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

CHARACTERIS- tics for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned category.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>HODRI 7.38</i>		<i>HME MS7.35</i>
<i>SSR 2. 3. 7.35</i>		<i>BS 8.39</i>
		<i>TS 12.390</i>
		<i>122 HME 150</i>

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 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.

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 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.

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?

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 *HME not advanced at this time*

*done at request of Owners Representative, the heating coils in No. 1, 2 & 3  
 4, 7 & 8 D/B 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. 2, 11, B. & M. S. 2, 11, & L. M. C. 2, 11, or L. M. C. 140 lb., E. D., &c.)  
*is eligible, in my opinion, to remain as now classed without further*  
*work.*

Survey Fee (per Section 29) *£ 30.00* Fees applied for *Feb 23, 1940*  
 Special Damage or Repair Fee (if any) £ Received by me, *19*  
 Travelling expenses (if chargeable) £

Committee's Minute *NEW YORK MAR 6 - 1940*  
 Assigned *Deferred for Comp. and SS No 1*

*Robinson*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W437-0003



Noted.  
SS No. 1 due 7.39 not advanced.  
2/4  
27/3/40.

is right, in my opinion, to remain as has been  
the machinery of the

the time of origin of Roman literature, the leading role in the  
of the Latin literature as a whole, the role of the

the role of the

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