

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

(Received at London Office APR 6 1939)

Date of writing Report 4<sup>th</sup> April 1939 When handed in at Local Office Port of Copenhagen

Survey held at Elsinore Date, First Survey 2<sup>nd</sup> March Last Survey 1<sup>st</sup> April 1939  
(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S. VENDIA

Tonnage { Gross 1150  
           Net 627 Vessel built at Kiel By whom Howaldts werke When 1924-10  
 Engines made at Kiel By whom Howaldts werke When 1924-10  
 Indicated Horse Power 113 Boilers, when made (Main) 1924 (Donkey)  
 of Main Boilers 2 1/2 Owners De Danske Kulkompagnier Owners' Address (if not already recorded in Appendix to Register Book.)  
 of Donkey Boilers 1 Managers De Forende Kulkompagnier Port Copenhagen Voyage Gdynia  
 Main Pressure 185 lb If Surveyed Afloat or in Dry Dock Afloat on patent ship Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)  
 Main Boilers 185 lb (State name of Dock.) De Helsingørskøbsmandsselskab

Previous Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 yes, not required

Is 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? yes

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? \_\_\_\_\_

What is the latest date of internal examination of each boiler? Starboard boiler 23-3-39 - Port boiler 25-3-39 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 185 lb/10"

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes 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? yes

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boilers? yes

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

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the shaft now been changed? No If so, state reasons \_\_\_\_\_

Has the shaft now fitted been previously used? yes Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

What is the date of examination of Screw Shaft? 21-3-39 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Just clear

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

Remarks: A. B. I.

27 plain tubes in port boiler and 25 ditto in starboard boiler renewed. The edge of the bottom man hole of the starboard boiler built up and the door latched. The superheater of both boilers renewed, cleaned, tested, defective pipe ends renewed, headers cleaned internally, packing surfaces dressed up, studs renewed. Examined internally and externally the two main boilers and found them with safety valves, manholes and doors, steam pipes, mountings, and superheaters in good and safe working condition. Adjusted the safety valves of both boilers under steam to 185 lb/10"

(Continued)

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 as classed and to have isolation of Tail shaft see 3.39 and BS 3.39.

Survey Fee (per Section 29) £4 100.00 Fees applied for 5.4.39

Special Damage or Repair Fee (if any) £4 65.00 Received by me, \_\_\_\_\_

Travelling expenses (if chargeable) £4 50.00 \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Assigned BS 4 39

TUE. 25 APR 1939

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W445-0073 (112)

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

Udø. VENDIA

Damage

Stated to be due to grounding in Samsøorden on the 20<sup>th</sup> Decbr. 1938

Now done: The seaconnections and their fastenings examined and found good.

The propeller shaft drawn in examined and found good.

The worn lower part of the lignum vitae renewed

The strutube, strambush, lignum vitae and the propeller examined and found good.

The circulating pump bucket rod dressed up in lathe and rebushed. The pump examined and found good.

The ballast pump overhauled, defective valves and valve seats renewed. The pump examined and found good.

L.H.



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W445-0073 (2/2)

VENNIA

At head.  
Some tubes removed & superheater  
repaired  
fumelug. machinery partly  
examined & 2 pumps  
repaired

It is submitted that  
this vessel is eligible for  
THE RECORD. 20/4/29

W. J. 3391  
20/4/29