

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

Received at London Office, 16 OCT 1939

Date of writing Report 10<sup>th</sup> October 1939 When handed in at Local Office 19 Port of Copenhagen

Survey held at Elsinore Date, First Survey 4<sup>th</sup> October Last Survey 5<sup>th</sup> October 1939  
(No. of Visits 2)

Year. Month. 1930-1  
on the Machinery of the Wood, Iron or Steel ENGLAND

Age { Gross 2319 Vessel built at Sunderland By whom Swan Hunter & Wigham Richardson When 1930-1  
Net 1372 Engines made at Sunderland By whom M. E. Mann & Co. Ltd. When 1930-1

Principal Horse Power 201 Boilers, when made (Main) 1930 (Donkey) ✓  
of Main Boilers 243 Owners De Forende Helsingforske D.F.H. Owners' Address Port Copenhagen Voyage  
of Donkey Boilers ✓ Managers De Forende Helsingforske (if not already recorded in Appendix to Register Book.)  
Main Boilers 1806 If Surveyed Afloat or in Dry Dock Dry dock (State name of Dock.) A/S Helsingfors Jernskibs- & Maskinbyggeri

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, 100A1-J-39 Machinery and Boiler Surveys (including date of N.B., if any). LHC-J38  
S.S. Gw No 2-J8 BS-J39  
STRENGTHENED FOR NAVIGATION IN ICE Tail shaft seen 3.39.39

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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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? No

Did this was not done, state for what reasons? The boilers were not due for survey

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? ✓

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? ✓

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? yes If so, state reasons The continuous liner was cracked at after end - Copenhagen Rpt no 10814.

Has the shaft now fitted been previously used? No 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? No

What is the date of examination of Screw Shaft? 4.10.1939 State the distance between ligament vitae or bearing metal of stern bush and top of after bearing of screw shaft 2.5 1/2 in.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

Was 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. Fitting of a new screw shaft.

A new screw shaft, forged of S.M.S. Steel by Messrs A/B Mobala Verkstad of Mobala tested and examined as per Rule and found good, has now been fitted. The new shaft is fitted with a continuous liner. The stern tube, stern bush, ligament vitae and the propeller examined and found good. The worn forward stern bush removed. The fastenings of the reconnections examined and found good.

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 rotation of Tail shaft renewed 10.39 - The vessel's name to be removed from the List of Expiration Surveys.

Survey Fee (per Section 29) £ : : Fees applied for 17 10 1939  
Special Damage or Repair Fee (if any) (per Section 29.) £ 25.00 Received by me, V. Anderson  
Travelling expenses (if chargeable) £ : :  
Committee's Minute FRI. 27 OCT 1939  
Assigned As now Without 3rd Cond.  
Engineer Surveyor to Lloyd's Register of Shipping.