Rpt. 9.

No. 4252.

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

(Received at London Office 2 JUN 1942)

Date of writing Report 31st Mar 1942 When handed in at Local Office 31st Mar 1942 Port of Galveston Texas

No. in Reg. Book ~~77622~~ 26843 Survey held at Galveston Texas Date, First Survey 9th March Last Survey 23rd March 1942 (No. of Visits 9)

on the Machinery of the ~~Wood, Iron or~~ Steel M.V. Koll

Tonnage { Gross 10044 / Net 5891

Nominal Horse Power 1175

No. of Main Boilers ✓

No. of Donkey Boilers 2 SB.

Steam Pressure— in Main Boilers ✓ in Donkey Boilers 170 lbs

3 ~~2~~ water tube.

Vessel built at Flinkenwerder By whom Deutsche Werft A.G. When 1930 10 (Year. Month.)

Engines made at Augsburg By whom Maschfbk Augsburg Nurnberg A.G. When

Boilers, when made (Main) (Donkey) 1930.

Owners Odd Berge Tankrederi A/S Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Odd Berge Port Oslo Voyage ✓

If Surveyed Afloat or in Dry Dock Todd Gal D.Ds, Inc (State name of Dock.)

Last Report No. Port

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A.1. ~~4-41~~ 11-41		+LMC, C.S. 8-39
S.S. Rpt. No 2 -39		11-41 ~~8-39~~
		D.B.S. ~~9-40~~ 8-41
		C.L. 4-41
carrying petroleum in bulk		
		Water Heat Blr and vertical oil fired BOILERS not being used

Particulars of Examination and Repairs (if any) heavy weather damage & part C.S. docking

(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 Copy Attached

Was a damage report made by anyone else? If so, by whom? Norwegian underwriters

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? stated D.B.S. recently completed & date by certificate 8-41 as previously rep. The Starb. Donkey Boiler stated subsequently surveyed at Glasgow & further repairs recommend on return to U.K.

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 screw shaft now been drawn and examined? no 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? ✓ no

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? ~~Oil glands~~ ✓

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 Pt 1/8" Bare Starb 1/8"

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

Is electric light and/or power fitted? Yes

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 Complete at Ches time for Dam. (C.S. case)

Now Done — While the vessel was on dry dock the both propellers, fastenings of stern brackets & of the sea connections & all sea valves were examined & found or now made good.

Now Done due to Heavy weather damage — (no damage found to under water parts). On Port engine the valves cams were found loose & fastenings screws missing, was refastened & extra fastenings screws installed & cams made tight on shaft. On Start main engine after end of cam shaft forming reversing clutch, one Bronze side bearing gib was missing & its screws broken & remaining in shaft. An angle bronze casting was installed & fastened on shaft an angled piece. The No 3 from forward cylinders pistons & rings, covers, liners, top end bearings & piston rods & connecting rods of both Port & Start main motors were examined, & closed in good order, new rings being fitted to each, & these cylinders etc can now be credited to C.S. also sea valves.

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, B.S. 9,11, B.&M.S. 9,11, ✱L.M.C. 9,11, or ✱LMC 140 lb., F.D., &c.) CS 3,34,

is eligible in my opinion to remain as now classed & to have notation of +L.M.C. C.S with date on completion of this survey. Subject to westerlet boilers & vertical oil fired boiler not being used, and the Starboard donkey boiler being repaired as previously recommended.

Note part C.S (as Cert B1(C.S) Renewed)

Survey Fee (per Section 29) £ : : 00 Fees applied for 31/3/1942 UK.

Special Damage ~~or Repair~~ Fee (if any) (per Section 29.) £ 50 : 00

Travelling expenses (if chargeable) £ : 50 Received by me, 19

M Dickson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 8 1942

Assigned As now Subject.

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

Is a Certificate required? If so, to be sent to ✓

Weather damage.

Subject to the remedial work that
DONKEY BOILERS.
not being used & to the furnaces & smoke
tubes of Clinkbound boilers being
renewed at next D.B.S.

Noted
TRW
17.6.42