

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

(Received at London Office)

Date of writing Report 7 Oct. 1932 When handed in at Local Office 7 Oct. 1932 Port of New York
 No. in Reg. Book. 65651 Survey held at New York Date, First Survey Oct 3rd Last Survey Oct 5th 1932
on the Machinery of the Wood, Iron or Steel Loim S. Kip Koll (No. of Visits 4)
 Tonnage Gross 10051 Vessel built at Litkenorden By whom Deutsche Kraft A.G. When 1930
 Net 7019 Engines made at Augsburg By whom M. A. G. When 1930
 Nominal Horse Power 1175 Boilers, when made (Main) (Donkey) 1930
 No. of Main Boilers 1 Owners Odd Bugs Tankredin A/S. Owners' Address Oslo
 No. of Donkey Boilers 5 Managers Oslo (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 2-1700 If Surveyed Afloat or in Dry Dock Afloat Port Oslo Voyage
 in Donkey Boilers 3-100 (State name of Dock.)

Last Report No. 34113 Port N.Y.K.Particulars of Examination and Repairs (if any) DB repairs

(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 or 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?

Do, " 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?

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 Boiler?

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

, and of the Donkey Boiler?

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

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

How done. Start donkey boiler port furnace. This furnace was originally connected to the CC tube plate by welding, the furnace was cracked about 1 1/4 inch back of the weld and a new furnace fitted and electric welded at a point as shown on attached photostat of plans. The new weld was tested by chipping & beating and found so far as could be seen sound and satisfactory. The boiler was afterwards tested by hydraulic pressure to 250 lbs and found good at that pressure. The Start furnace was found slightly distorted at bottom, no repairs warranted at this time. The fuel oil heaters were found to be leaking again & upon examination the lower head on the coils of both heaters was found to be flawed, they were electric welded as a temporary repair found tight under a hydraulic test of 200 lbs. In view of the circumstances it is recommended that the head be fitted on both oil heaters and the Start donkey furnace be specially examined in three months time.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is
 (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, or L.M.C. 9, 11, 140 lb., F.D., &c.)

eligible, in my opinion, to remain as now classed without further record. Subject to the lower head on both fuel oil heaters being renewed, and the Start donkey boiler furnace being specially examined in three months time.

Survey Fee (per Section 29) \$100.00 Fees applied for Oct 14 1932
 Special Damage or Repair Fee (if any) \$: :
 (per Section 29.) 84.75 Received by me, 19
 Travelling expenses (if chargeable) \$10.00

Committee's Minute NEW YORK OCT 11 1932Assigned As now subject

To 10 JAN 1933

FRI. 17 MAR 1933

TUE. 20 JUN 1933

McBoylan & John S. Heck
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W49-0047

