

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

(Received at London Office)

9 MAR 1934

Date of writing Report *Feb 27* 19 *34* When handed in at Local Office *Feb 27* 19 *34* Port of *New York*

No. in Reg. Book. Survey held at *New York* Date, First Survey *Jan 26th* Last Survey *Feb 17th* 19 *34*
29143 on the Machinery of the *Wood, Iron or Steel* *Steam S. Mfr "KOLL"* (No. of Visits *6*)

Tonnage { Gross *10044* Vessel built at *Litkenwaded* By whom *Deutsche Reft. A.G.* When *1930-10*
 Net *5891* Engines made at *Augsburg* By whom *H. P. Augsburg* When *1930*

Nominal Horse Power { *1175* Boilers, when made (Main) (Donkey) *1930*

No. of Main Boilers *5* Owners *Old Bugs Lauterbach & Co* Owners' Address *As recorded*
 No. of Donkey Boilers *5* Managers *As recorded* (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers *2-150 lb* If Surveyed Afloat or in Dry Dock *Afloat* Port *Oslo* Voyage

in Donkey Boilers *3-110 lb* (State name of Dock.)

Last Report No. *102828* Port *Liv*Particulars of Examination and Repairs (if any) *Repair*

(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 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

Completed
has done:- Low head of N°3 port main engine cylinder electric welded where cracked, a total of 20 cracks welded as shown on attached print, the head was tested on the water side to 50 lbs water pressure of good. This head must only be used in case of emergency. N°2 port lower cylinder cracked through the crown and has been condemned.

Two Corus have been fitted in place of the above damaged ones, two new spars are on board and the Owners Representative informed me that several more spare Corus have been ordered.

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, E.&N.S. 9,11, or E.L.N.C. 9,11, 140 lb., E.D., &c.)
eligible, in my opinion, to remain as now classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) *\$ 50⁰⁰* 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ : : Received by me, *J. H. Baylan*

Committee's Minute

Signed

As now subject

TUE. 3 JUL 1934

Engineer Surveyor to Lloyd's Register of Shipping.

FOR W.H. RUNHAM & SELF

Lloyd's Register Foundation

W49-0061

Noted

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Jan
13.3.34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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