

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

(Received at London Office 9 MAR 1934)

Date of writing Report Feb 27 1934 When handed in at Local Office Feb 27 1934 Port of New York

No. in Reg. Book 29143 Survey held at New York Date, First Survey Jan 26<sup>th</sup> Last Survey Feb 17<sup>th</sup> 1934  
 on the Machinery of the Wood, Iron or Steel Siou Se Nip "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 Wpach, H. Augsburg When 1930

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

No. of Main Boilers 1 Owners Old Bugs Lautsden C/S Owners' Address As recorded  
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 5 Managers As recorded Port Oslo Voyage As recorded

Steam Pressure in Main Boilers 170 If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boilers 32 & 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? Indented plates not due for survey

And what parts of the Boilers could not be thus thoroughly examined? Indented plates

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? partly held

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

Work done:- Low head of N<sup>o</sup> 3 port main engine cylinders 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 proof test. This head must only be used in case of emergency. N<sup>o</sup> 2 port lower cylinders cracked through the crown and has been condemned.

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

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) \$ 50<sup>00</sup> Received by me, J. H. Baylan

Travelling expenses (if chargeable) £ : : 19

Committee's Minute NEW YORK FEB 28 1934

Signed As now subject Club TUE. 3 JUL 1934

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>H100A1 10,33</u>	<u>✓</u>	<u>LMC 6-32</u>
		<u>CLN 8-32</u>
		<b>OIL ENGINE</b>

**CONTINUOUS SURVEY**

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 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.

*Ylu*  
*13.3.34*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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