

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

(Received at London Office 28 JUL 1936)

Date of writing Report July 14 36 When handed in at Local Office July 14 36 Port of New York
No. in Reg. Book 38126 Survey held at Brooklyn Date, First Survey July 3rd Last Survey July 9th 1936
(No. of visits 3)
Tonnage Gross 2155 Net 1295 Vessel built at Osaka By whom Fujinagata Sykka Co. When 1916-11
Engines made at Osaka By whom Donkey When 1916
Nominal Horse Power 189 Boilers, when made (Main) 1916 (Donkey)
No. of Main Boilers 2 Owners A/S. D/S 7 yld. Owners' Address Port Bergen. Voyage
No. of Donkey Boilers 1 Managers A. Midell If Surveyed Afloat or in Dry Dock Afloat - Pier 29.
Steam Pressure in Main Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers ✓

Last Report No. 5980 Port Bat
Particulars of Examination and Repairs (if any) B.S.

(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 for 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? Yes

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? ✓

State latest date of internal examination of each boiler Port boiler July 3rd Start boiler July 6th Present condition of funnel(s) Good. thoroughly

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes. , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , 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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 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 ✓

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

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

Now done:

All main boilers examined internally & externally with all valves & mountings & found in good order.
Steam pipes so far as seen found good.
Safety valves adjusted under steam as noted above.

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

Vessel is eligible, in my opinion, to remain as now classed with
first word of B.S. 7.36.

Survey Fee (per Section 29) \$30.00
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) £

Fees applied for July 9 1936
Received by me, 19

Committee's Minute NEW YORK JUL 15 1936

Assigned As now subject
B.S. 7.36

TUE. 11 AUG 1936

Engine Surveyor to Lloyd's Register of Shipping.

Noted
Jm
30.7.36



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Foundation