

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

(Received at London Office 28 JUL 1936)

Date of writing Report July 14 1936 When handed in at Local Office July 14 1936 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 Gyoku Co. When 1916-11
Engines made at Osaka By whom Osaka When 1916

Nominal Horse Power 189 Boilers, when made (Main) 1916 (Donkey)
No. of Main Boilers 2 Owners A/S. D/S Fyld. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers A. Midell Port Sergen. Voyage

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat - Pier 29. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 180 (State name of Dock.)

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

(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 Yes

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

If this was not done, state for what reasons? Yes

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

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? Yes

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

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? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Yes

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 vessel is eligible, in my opinion, to remain as now classed with first word of B.S. 7-36.

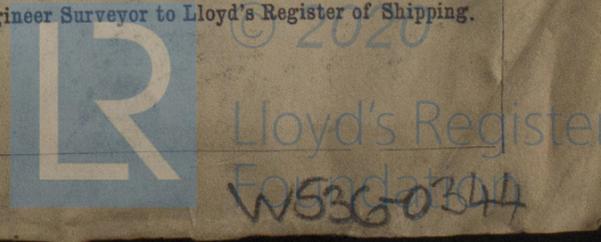
Survey Fee (per Section 29) \$ 30⁰⁰ Fees applied for July 9 1936
Special Damage or Repair Fee (if any) £ : : Received by me, J.M. Belton
Travelling expenses (if chargeable) £ : : 19
Committee's Minute NEW YORK JUL 15 1936 TUE. 11 AUG 1936
Assigned As now subject B.S. 7-36
NORWEGIAN VESSEL



Surveyed
been
Register
recommended
been
Account

This Certificate is to be understood that the Surveyor is not responsible for the accuracy of the information furnished to him by the vessel's crew or other persons.

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



Noted
Jm
30.7.36



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