

Rpt. 9.

No. 4706

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

Date of writing Report 9th June 30 When dictated to at London Office
 No. in Reg. Book. Survey held at SINGAPORE
 11518 on the Machinery of the Wood, Iron or Steel A. S. "NORDSEE"
 Tonnage Gross 5919 Vessel built at W. Hartlepool By whom Furness Withy & Co Ltd When 1903-6
 Net 3597 Engines made at " By whom Richard Westgarth & Co Ltd When -
 Nominal Horse Power 490 Boilers, when made (Main) 1903 (Donkey)
 No. of Main Boilers 4 Owners Oil Transport v. m. b. s.
 No. of Donkey Boilers 1 Managers Maurice Lark Rederick Ltd Port Hamburg
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both. Kipper Harbor Voyage
 in Donkey Boilers ✓ (State name of Dock.) Particulars of Classification (which must be inserted
 entirely in the Register Book & Supplements).

2/6/30 Port of SINGAPORE
 Date, First Survey 3rd May Last Survey 1. June 1930
 (No. of Visits) 2

Last Report No. Part

Particulars of Examination and Repairs (if any) Repairs Bls.

Periodical Survey, when held, must be reported in detail and distinctly in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Dismantlings 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 summarized at the end of the report. State also the date and initials of any Surveyor reporting 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? Aft. std only

Do. Do. Bonkey " "

If this was not done, state for what reason? ✓

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

Did what special means, in the absence of internal examination, were adopted by the Surveyor to assess 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 Bonkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boiler? ✓, and of the Bonkey Boiler? ✓

Did the Surveyor examine the drain plug of the Main Boiler? ✓, and of the Bonkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Bonkey Boiler? ✓

Has screw shaft now been drawn and examined? No Is it fitted with continuous lube? ✓ Is an approved appliance fitted at the after end of the shaft to permit of its 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 its being efficiently lubricated? ✓

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 16 Complete.

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

howdone. An examination of the back end of centre furnace of after starboard boiler was made after reported leakage.

In examination three slack rivets were observed in the starboard side flange at three ply joint.

Repairs. These three bolts removed and the plate edge of bottom wrapper electrically welded.

General Observations, Opinion, and Recommendation. —

(State clearly what alteration, if any, is suggested to be made in the working construction of the vessel's machinery in the Register Books, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, history, working pressure, etc., such, for example, that Max. Dist. 1000 ft. 1000 f.s. 1000 f.t.)

As far as now seen is, in my opinion eligible to remain as now classed without fresh record.

Survey Fee (per Section 28). \$40/-
 Special Damage or Repair Fee (if any) E. 1/-
 Travelling expenses (if chargeable) \$10/-

Amount applied for 2/6/30 20
 Received by me, 10

Committee's Minute FRI. 18 JUL 1930

Assigned As now

John F. Murray

Engineer Surveyor to Lloyd's Register of Shipping



© 2020

Lloyd's Register
W585-0264

Boil repairs effected

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.

It is submitted that
this vessel is eligible to
remain as CLASSED.

*Hm
87.30*

* THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

© 2020



Lloyd's Register
Foundation