

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

Date of writing Report 12th June 29 When handed in at Local Office 14 JUN 1929 Port of LONDON

No. in Reg. Book 5065 Survey held at LONDON Date, First Survey 24th May Last Survey 12th June 1929

Tonnage { Gross 1320 Net 788 Vessel built at COPENHAGEN By whom Kjornings Skibs & Selsk When 1911

Nominal Horse Power 138 Engines made at COPENHAGEN By whom Kjornings Skibs & Selsk When 1911

No. of Main Boilers 2 SB Boilers, when made Main (Donkey)  Owners Wm. Ballin Corporation, Ltd. Managers Nelson Dock Owners' Address LONDON Voyage

No. of Donkey Boilers 180 W. Steam Pressure in Main Boilers  in Donkey Boilers  Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.  Port

Particulars of Examination and Repairs (if any) DAMAGE + LMC, & T.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? Offered & 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

Do. " Donkey " " " Yes

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? Yes To what pressure were they afterwards adjusted under steam? 182 W.P. 10"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boiler? 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? No

Has shaft now been changed? No If so, state reasons

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Stern Bush Lower Half Removed. Complete

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Assessed now approved	Machinery and Boiler Survey (including date of N.B. if any).
+100 A.I. AWNG. DK. WITH FREEBOARD. 11.28. SS. KEL. No. 3-720. SS. LON. No. 2-28.		+LMC 4.28. LLOYD'S R.M.C. 5.28. TS.(CL) 4.28.

Damage stated to have been caused by sea on account of damage - The vessel placed in dry dock; the sea connections, Propeller, & Yail shaft drawn in, examined.

4 Props blades found broken; this does not, in my opinion, affect its efficiency.

Stern Bush Lower Half Removed.

The examination for + L.M.C. Survey was out at the owner's representative's special request on account of + L.M.C. Survey - The vessel placed in dry dock; the Propeller, Sea & Propeller fastenings, sea connections & Yail shaft examined.

Stern Bush Lower Half Removed.

The columns, pistons, slide valves, pumps, condenser, [under water-test] Pumping arrangements, & Main Steam Pipes, examined. [See attached sheet.]

General Observations, Opinion, and Recommendation: - The machinery of this vessel (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, E.S. 9.11, H.S. 9.11, or L.M.C. 9.11, &c.)

So far as has been seen, is in safe working condition, and in our opinion to remain as classed & to have a fresh Record of + L.M.C. 6.29.

NOTE: - TS.(CL) 6.29.

Survey Fee (per Section 25) + LMC £ 10.00

Special Damage or Repair Fee (per Section 26) £ 2.20

Travelling Expenses (if chargeable) £ 1.00

Fees applied for 19 JUN 29

Received by me, 27.6.29

Committee's Minute TUE. 25 JUN 1929

Assigned + LMC 6.29

BERTIFICATE WRITTEN 3.7.29.

Signature: G. Van der Meer Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Baltimore

STEEL SC. BALTABOR

The crank pin & intermediate shafts examined.  
The main boiler & mountings examined internally, externally, & under  
steam; their safety valves have been adjusted as stated.

- Repairs -
- HP. 5th and 6th Bush Renewed.
  - Feed Pump Rams Renewed.
  - Boiler Injection Valve repaired.
  - Lower Manhole Door, Starboard Main Boiler Rebuilt.
  - Main Boiler Forward Corrosion Checks Renewed.
  - A few minor repairs effected.

- William [Signature]



Paid due 4.29. Held.

Ice damage. Screw shaft drawn

Engines Examined at owners request

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 6.29

Ⓢ  
29/6/29

S.6.29

