

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

(Received at London Office)

TUES. 5 AUG 1924

Date of writing Report 26/7 19 24 When handed in at Local Office 31/8 19 24 Port of Christiania

No. in Reg. Book. 21404 Survey held at Porsgrund & Nystrand Date, First Survey 8/7 Last Survey 24/7 19 24  
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel M/S "MARIENBORG" ex "H. C. HANSEN"

Tonnage { Gross 1660 Vessel built at Tacoma Wash By whom Seaborn S. B. Co. When 1917 5  
Net 1331

Nominal Horse Power 137 Engines made at Oakland Cal. By whom Skandia Pacific Oil Eng Co. When 1917

No. of Main Boilers 1 Boilers, when made (Main) NE(s) 6, 20 (Donkey) 1920

No. of Donkey Boilers 1 Owners Premierløitnant Falkentoft Port Copenhagen Voyage Tyne

Steam Pressure in Main Boilers 160 Managers \_\_\_\_\_ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

If Surveyed Afloat or in Dry Dock Fl. dock  
(State name of Dock.) Porsgrund mek. Verksted

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

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?

Do. " Donkey " " " " " " "

*As far as practicable*

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? *Hydraulic test*

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *160 lb/in<sup>2</sup>*

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

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? *Yes* Is it fitted with continuous liner? *No* 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? *No* If so, state reasons \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

Is the shaft now fitted new? *No* Has it a continuous liner? *No* 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? *A good fit. Simplex.*

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

*Vessel placed in floating dock, both screw shafts drawn and examined, Sea cocks opened up and examined.*

*Both main motors opened all up and examined all cylinders, covers, pistons, rods, gudgeons, crank shaft, main bearings, valve gear etc.*

*Also examined aux. and motor, compressors, air receivers and air bottles. etc.*

*Donkey boiler opened up and examined as far as practicable, The boiler has also been tested by water pressure to 1.5 times the working pressure and subsequently under steam and the safety valves adjusted to 160 lbs. per square inch. Main engines examined running under full working conditions and found in order.*

*The motors and aux. motor have been generally overhauled throughout.*

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Survey Fee (per Section 28) Kr. 390.-  
Special Damage or Repair Fee (if any) \_\_\_\_\_  
Travelling Expenses (if chargeable) \_\_\_\_\_

Fees applied for 26/7 19 24  
Received by me, \_\_\_\_\_ 19 \_\_\_\_\_

Committee's Minute FRI 15 AUG 1924

Assigned Lm 7.24  
D.B.S. 7.24

W656-0281

*Handwritten Signature*  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



Insert Character of Ship and Machinery precisely as in the Register Book.

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

Special periodical survey of His  
Engine Ltd (due 6.24) DB 5724

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.

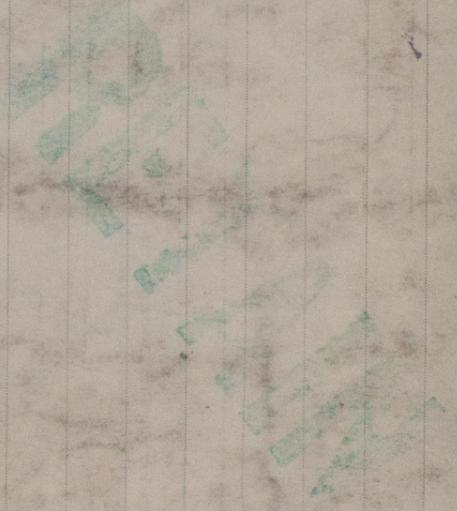
It is submitted that  
this vessel is eligible for  
THE RECORD. L.M.C 7.24  
DB 5724

Book 5.724

7/8/24.

It is concluded that  
the thrust shafts  
have been sound  
all this time but  
the surveyor  
should confirm  
this by  
7/8/24

*[Faint, mostly illegible text, possibly bleed-through from the reverse side of the page]*



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation