

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 21/8 19 24 Port of Christiania

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

21404 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 Engines made at Oakland Cal. By whom Skandia Pacific Oil Eng Co. When 1917Nominal Horse Power { 137 Boilers, when made (Main) 47 NE(s) 6, 20 (Donkey) 1920
No. of Main Boilers 1 Owners Premierløjtnant Falkentoft Port Copenhagen Voyage TyneNo. of Donkey Boilers 1 Managers
Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Fl. dock
in Donkey Boilers (State name of Dock.) Porsgrund mek. Verksted

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	When last examined and now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 12 A1 11, 20		LMC 6, 20 NE(s) 6, 20 OIL ENGINE NTS 11, 20

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?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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?

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?

Is the shaft now fitted new? Has it a continuous liner?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? A good fit. Complete

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.

General Observations, Opinion, and Recommendation:—

(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.&N.S. 9, 11, or S.L.M. 9, 11, 140 lb., F.D., &c.)

This vessel's machinery is in good and efficient condition, in my opinion. eligible to remain as now classed in the Register Book with record of +LMC 7, 24, DBS, 7, 24 and screw shafts seen 7, 24,

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

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

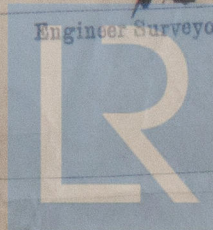
Committee's Minute Fri 15 AUG 1924

Assigned LMC 7, 24

DBS 7, 24

W656-0281

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Special periodical survey of 418
Engines 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 examined
at this time but
the surveyor
should confirm
this by
the 10/8/24

...the vessel is eligible for the Record...
...the thrust shafts have been examined...
...the surveyor should confirm this by the 10/8/24...

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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