Rpt. 9.

No 2717 a

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. 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~~ Aux. Ins. & Shaft Sr. M/S " MARIENBORG" ex " H. C. HANSEN"

Tonnage { Gross 1660 / Net 1331

Nominal Horse Power { 137

No. of Main Boilers 1

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 160

in Donkey Boilers ✓

Vessel built at Tacoma Wash By whom Seaborn S. B. Co. When 1917 5

Engines made at Oakland Cal. By whom Skandia Pacific Oil Eng Co. When 1917

Boilers, when made (Main) 1917 NE(s) 6, 20 (Donkey) 1920

Owners Premierløitnant Falkentoft Port Copenhagen Voyage Tyne

Managers

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

Last Report No. Port

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 12 A1		LMC6, 20
11, 20		NE(S) 6.20
Salkd		OIL ENGINE
pt G.1.B		
Hardwood Decks		NT ~~5~~ 11.20

Particulars of Examination and Repairs (if any)

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 ✓

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? Yes To what pressure were they afterwards adjusted under steam? 160 lbs/in²

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? ✓, and of the Donkey Boiler? ✓

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

Has the 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? ✓

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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

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

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.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

This vessel's machinery is in good and efficient condition, in my opinion. eligible to remain as nlw classed in the Register Book with record of +LMC 7,24, DBS,7,24 and screw shaft-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 1924

Received by me, 19

Committee's Minute FRI 15 AUG 1924

Assigned LMC 7.24 DBS 7.24

Engineer Surveyor to Lloyd's Register of Shipping.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

W656-0281

Special periodical survey of Hull & engines held due 6.24) DB & 24 held

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 S 7.24

Both S. 7.24

L.N.
7/8/24.

It is concluded that the thrust shafts have been cleaned at this time but the survey and held confirm the [illegible] 19/8/24

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