

COPY.

Lloyd's Register of Shipping.

Port Copenhagen

26th November 1931.

This is to Certify that

L. Klausen

the undersigned Surveyor to this Society did at the request of

the owners of the Steel Sc. "P e t s a m o" of Hango, 4612 tons

Gross on the 4th November 1931 and subsequent dates, survey the

machinery of the vessel while placed in dry dock at Messrs.

Burmeister & Wain's Maskin- og Skibsbyggeri, Copenhagen, for the

purpose of ascertaining the nature and extent of damage stated to

have been sustained through grounding on Eversgrund at Hunafloei,

Iceland, on the 25th July 1931.

For further particulars please see log book.

On examination the undersigned

Found:-

Recommended:-

The propeller shaft to be drawn
in.

the continuous brass liner
of the propeller shaft scored
and slack at fore and after
end.

The propeller shaft to be
replaced by a new spare
propeller shaft kept on board.

is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is
that neither the Committee nor the Society are under any circumstances whatever to be held responsible for
any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other
Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents

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Found:-

The guard ring at the after end of the sternbush badly scored.

6 coupling bolts in the flange of the propeller shaft slack.

The dowel pin in the forward L.P. crank shaft journal a little slack.

Recommended:-

The aftermost sternbush to be drawn out and the lignum vitae bored out to suit the diameter of the new shaft; the sternbush to be again fitted in place.

To be renewed.

The propeller to be properly fitted to the new shaft.

The cement in way of the nuts for the propeller blades to be removed, nuts to be tightened up as required and cement again laid.

To be renewed.

The crank- thrust- and intermediate shafts to be stripped for examination of bearings and brasses.

White metal in brasses and thrust horse shoes to be dressed up as required.

To be renewed.

The condenser to be tested.



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Found:-

The condenser leaky in way of the forward tube plate and in way of tubes.

The outer (aftermost) end of the impeller shaft and the bush in the bearing worn.

Fee:- Kr. 135.00

Recommended:-

All condenser tubes to be drawn and tested; defective tubes 519 off, and screw ferrules 1500 off to be replaced by new ones.

The forward tube plate to be removed, condenser to be cleaned internally, the tube plate to be packed on, and the tubes to be packed.

The condenser to be retested on completion of repairs.

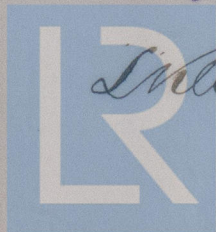
The circulating pump to be opened up.

The impeller shaft to be dressed up and the bush in the bearing to be renewed.

The pumps worked from the main engine, viz:- air & bilge pumps to be opened up.

The seaconnections to be opened up.

The steam steering engine to be opened up.



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