

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

(Received at London Office)

Writing Report 13th April 1940. When handed in at Local Office

Port of Stockholm

JUN - 8 1940

Survey held at Stockholm

Date, First Survey and

Last Survey 8.4.

1940.

on the Machinery of the ~~XXXXXX~~ Steel Sc. "BORGNY"

(No. of Visits 1)

Gross 3015

Net 1686

222

Boilers -

Boilers 1

Boilers -

Boilers 185 lbs.

Vessel built at Aalborg

By whom A/S. Aalborgs Skibsbyggeri When 1929 3

Engines made at Copenhagen

By whom Burmeister & Wain A/S When 1929

Boilers, when made (Main) -

(Donkey) 1929

Owners A/S Borg &

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port Oslo

Voyage

Managers Petter Olsen

Surveyed Afloat of ~~XXXXXX~~

(State name of Dock.)

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

CHARACTER.	Years assigned now expired	Machinery and Boiler Survey (including date of N.B., if any)
For Special Survey		
Date of last Survey and of Periodical Surveys.		

+ 100 A1

12,39

+ LMC/CS/538

4,39 - 4,39

DBS 11,39

SS Bla to L. 37

CLH 4,38

Report No. 5048. Port Skk

Particulars of Examination and Repairs (if any) + LMC/c.s./

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined

Report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey "

done, state for what reasons? Donkey Boiler not due for Survey.

Boilers could not be thus thoroughly examined?

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?

Internal examination of each boiler

Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? Not adjusted

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers? No

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers? No

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers? No

Shaft now been drawn and examined? No

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Shaft has been changed? If so, state reasons

Shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Continuation of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Yes

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

CS - care

NE AS PART + LMC/c.s./

Electrical equipment examined and tested as per Rule.

Copy of Interim Certificate, as issued to the Owners, is attached

General Observations, Opinion, and Recommendation:— The machinery of this ship is eligible for classification, and, 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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

Surveyor's opinion, to remain as now classed, and to have fresh record of + LMC/c.s./, with date, at the survey has been completed.

Fee (per Section 29)..... Kr : 50:00

Damage or Repair Fee (if any)..... £ : :
(per Section 29.)

Travelling expenses (if chargeable)..... Kr 4:00

Fees applied for

19

Received by me,

19

Committee's Minute

FRI. 14 JUN 1940

Assigned

is now

TUE. 4 MAR 1941

Delayed Vessel when reported in port in many occupations

Folke Cassel
Engineer Surveyor to Lloyd's Register of Ships

Lloyd's Register
Foundation

caused.

It is submitted that
this vessel is eligible to
remain as OCLASSID.

29
11/6/40



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