Rpt. 9.

WRECK SECTION

No. 5024

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

(Received at London Office JAN 15 1940)

Date of writing Report 8th Dec. 1939 When handed in at Local Office 8th Dec. 1939 Port of Montreal

No. in Reg. Book. 25348 75196 Survey held at Quebec P.Q. Date, First Survey 17th Nov. Last Survey 17th Nov. 1939 No. of Visits 1

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Geo."

Tonnage { Gross 4211 / Net 2610

Nominal Horse Power { 365

No. of Main Boilers 2

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 180

in Donkey Boilers ✓

Vessel built at Sunderland By whom J. L. Thompson & Sons Ld. When (Year. Month.) 1917-10

Engines made at " By whom J. Dickenson Sons Ld When 1917-

Boilers, when made (Main) 1917 (Donkey) ✓

Owners O. Grolle Olsen & S. Hysing Olsens Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers Rederi A/S Port Bergen Voyage ✓

If Surveyed Afloat ~~or in Dry Dock~~ Quebec Wharf (State name of Dock.)

Last Report No. 981 Port Tch

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 or expires.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1. 4.39		+ L.M.C.
S.S. Regn. No. 3-8.33		M.S. 4.37.
S.S. Ht. No. 1-37.		B.S. 8.38
		S.S. A. 4.37 CL.

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

Particulars of Examination and Repairs (if any) Pt B.S.

(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~~ Port Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " ✓

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? ✓

State latest date of internal examination of each boiler Pt Boiler 17th Nov. 1939 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

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

Has screw shaft now been drawn and examined? ✓ 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? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the 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? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Port main boiler safety valves to be adjusted under steam.

Now done :- Port main boiler with all mountings examined throughout and found in good condition

General Observations, Opinion, and Recommendation:— This vessel's machinery is in good

(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, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

condition, Eligible in my opinion to remain as classed with the record of B.S. with date on completion of the survey.

Survey Fee (per Section 29) £ 15.00

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

Travelling expenses (if chargeable) £ ✓

Fees applied for Dec. 8. 1939

Received by me, 19

Geo. Allan for Robt. W. Morton

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 19 JAN 1940 Deferred for Comp B.S.

Assigned WED 27 MAR 1940 Deferred write B.S.

For a Certificate required it will be sent to

Lloyd's Register Foundation

W983-0210