Rpt. 9.

No. 2700

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 21 JUL 1952)

Date of writing Report 11th July 1952. When handed in at Local Office 19 Port of ANTWERP.

No in Reg. Book. 72341 Survey held at ANTWERP. Date. First Survey 23rd June, Last Survey 24th June 1952. (No. of Visits two.)

on the Machinery of the ~~Wood, Iron~~ or Steel MV "PASSAT" (SAILING VESSEL AUXILIARY MOTOR)

Tonnage Gross 3181 Net 2870 — Nominal Horse Power — No. of Main Boilers — No. of Donkey Boilers — Steam Pressure— in Main Boilers — in Donkey Boilers

Vessel built at ~~Hamburg~~ By whom Blohm & Voss When 1911 (Year) 11 (Month)

Engines made at ~ By whom ~ NE made 43 When Refitted 52

Boilers, when made (Main) (Donkey)

Owners Reederi Schliewen Owners' Address (if not already recorded in Appendix to Register Book.)

Port Lubeck. Voyage

Managers

If Surveyed ~~Afloat or in~~ Dry Dock DD HOH. (State name of Dock.)

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)
+ 100 A1		LMC 1,52
12,51		NE made 43
ll Kel 1,52		refitted 52
Reclassed 1,52		
		Oil Eng

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 through examination at this time? —

" " " Donkey " " " —

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined? —

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 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 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? —, and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? no. Has it a continuous liner? — Is an approved oil retaining appliance fitted at the after end? —

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 oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft — State the wear down in the stern bush close fit. Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no.

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOTE — This vessel has a certificate on board issued Kiel 24-1-52 Reclassed + 100 A1, Docking dock 12/51, Reclassed 1/52, SS. Kiel 1/52 (OR) ESD & DF. Stated no machinery certificate on board.

HOW DONE. Vessel in dry dock propelled & outside fastenings of sea connections examined, wear down taken as above.

The cast iron 2 blade propeller which had a broken blade has now been replaced with a new bronze propeller. MARKS:- 8488/1 GL 6/52 GL.

General Observations, Opinion, and Recommendation.— The machinery of this vessel as CS 33 now fitted is eligible in my opinion to remain as now classed without final record of survey. Subject as previously recommended

Survey Fee (per Section 29) £ : :

Special ~~Damage or~~ Repair Fee (if any) (per Section 29.) £5. 1200.-

Travelling expenses (if chargeable) £ : :

Fees applied for 16-7-1952

Received by me, 19

Committee's Minute THURS 7 AUG 1952

Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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