

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

(Received at London Office 2 JUN 1947)

Date of writing Report April 14th 1947 When handed in at Local Office April 14th 1947 Port of NEW YORK

No. in Reg. Book 59422 Survey held at New York Date, First Survey March 13th Last Survey April 4th 1947 (No. of Visits 12)

on the Machinery of the ~~Wood, Iron & Steel~~ M.V. "BELFAMELA"
Tonnage { Gross 3131 Vessel built at Newcastle By whom Armstrong Whitworth Co. Ld. When 1928 2
Net 1814 Engines made at Newcastle By whom Armstrong Whitworth Co. Ld. When 1928
Nominal Horse Power 358 Boilers, when made (Main) (Donkey) 1928
No. of Main Boilers Owners Belships Company Ltd. Skibs A/S Owners' Address Oslo
No. of Donkey Boilers 2 Managers Christen Smith Port Oslo Voyage
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat, Weehawken
in Donkey Boilers 50 lbs. (State name of Dock.) N.J.

Last Report No. Port Particulars of Examination and Repairs (if any) B.S. Boiler repairs

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

Donkey " Yes

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 April 1st, 1947 Present condition of funnel(s) Good

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?

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

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? Yes

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 vitae 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? 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

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

Now Done:- Port boiler front tube sheet and flue piece renewed, all tubes renewed, tubes furnished by vessel, after repairs, boiler tested as per Rule and found in order.

B.S:- The Port boiler examined internally and externally, the boiler mountings and valves opened for examination found or now placed in order.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel so

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

CS 3,34, far as now seen is in safe working condition and is, in my opinion eligible to be continued as now

classed with fresh record of DBS. 4,47, when the survey has been completed.

Survey Fee (per Section 29) B.S. & W&T \$100.00

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) \$5.00

Fees applied for April 16 1947

Received by me, J. A. Moore

NEW YORK MAY 14 1947

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned Defered for Genl. D.B.S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Character of Ship and Machinery precisely as in the Register Book

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

LR-FAP-TB12-32

Walter
Case - 85
The case is subject to immediate
work. anything other being done
in last 8 years excluded from
subjective review opportunity.

A.T.C.
25/1/87.

