

No. 5803.

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

(Received at London Office)

MON 16 FEBR. 1920

of writing Report 11<sup>th</sup> Febr. 1920 When handed in at Local Office

in Book. Survey held at Copenhagen

on the Machinery of the Wood, Iron or Steel

Gross 1908. Vessel built at Rotterdam.

Net 1144. Engines made at Rotterdam.

stered Power 187. Main Boilers 2 SB.

Donkey Boilers Pressure 180 lbs.ain Boilers

Donkey Boilers

Port of Copenhagen

Date, First Survey 21<sup>st</sup> Jan. Last Survey 24<sup>th</sup> Jan. 1920

Sc. Soc. "Præborg". Master J. Rasmussen.

By whom Wilton E. &amp; Spuy. Co. When 1919 - 4.

By whom Wilton E. &amp; Spuy. Co. When 1919.

Boilers, when made (Main) 1919 (Donkey)

Owners Dampskibsselskab. Daumbrøg (C. K. Haury) Port Copenhagen Voyage

If Surveyed Afloat or in Dry Dock On floating dock Refashon Bla W.

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

CHARACTER,  for Special Survey. Years Assigned to expire.

Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

Q83 100 A1 - 4.19. Q83 LMC-3.19.

Report No. Port

## Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the latter being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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? Services offered not required Was a damage 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 " " " Boilers not due for Survey.

was not done, 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?

Surveyor examine the Safety Valves of the Main Boiler?  starboard main boiler To what pressure were they afterwards adjusted under steam? 180 lbs. per sq. in.

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

screw shaft now been drawn and examined?  Is it fitted with continuous liner?  Yes or two liners?  or is it without liners?

shaft now been changed?  If so, state reasons

shaft now fitted new?  Has it a continuous liner?  or two liners?  3/16" or is it without liners?

the distance between lignum vita of stern bush and top of after bearing of screw shaft?

Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

## Damages.

On voyage from Buenos Ayres to Randers the vessel grounded while in the firth of Randers on the 9<sup>th</sup> October 1919.

On examination found:-

The tip of one propeller blade broken off.

Now done:- When the vessel was placed on floating dock the sea connections with their fastenings were examined and found good.

The crank-thrust-and intermediate shafts stripped, examined and found good with bearings, brasses and bolts.

The propeller shaft drawn in, examined and found good, the stern tube, sternbush, lignum vita examined and found good.

Propeller found good and again fitted on. - (P.T.O.)

## General Observations, Opinion, and Recommendation:-

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, or X.L.M.C. 9,11, 140 lb. F.D., &c.

Recommend the vessel's machinery to remain as classed and to have notation of Tail shaft seen 1/20, subject to the east steel safety valve ~~of starboard main boiler~~ being renewed within a period of six months, say before the end of July 1920.

Fee (per Section 28).....

Kr. 35.00

Fees applied for  
Kr. 2. 19 20

Actual Damage or Repair Fee (if any).....

Kr. 65.00

Received by me,

elling Expenses (if chargeable).....

Kr. 1. 1.

19

Skjærup  
Engineer Surveyor to Lloyd's Register of Shipping.

TUE 24 FEB. 1920

FRI JUL 9 1920

Committee's Minute

signed

As now subject

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

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

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002477-002484 0136

Damage due to grounding.  
All charting, propeller, etc  
Starboard main safety valve chest  
Examined.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Examination of the safety valve chest of the starboard main boiler.

The cast steel safety valve chest, which was reported to be somewhat leaky, has been taken to the shop and examined and found the casting somewhat spongy, mostly in way of the walls separating the steam space from the space for the spring houses.

The safety valve chest again fitted in place and examined, when steam was up on the boiler, and the safety valves adjusted under steam to 180 lbs. per sq. in.

The safety valve chest is in my opinion in a safe working condition for a period of six months. A new valve chest has been ordered here and will be fitted when the vessel returns from her present voyage to Buenos Ayres.

A report has been issued at the request of the owners as per copy enclosed. —

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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.  
S. I. 20. Subject to the  
starboard main S. P. chest  
being renewed before  
the end July 1920.

J. H. D.  
19/7/20

