

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

(Received at London Office 23 MAR 1936)

Date of writing Report 17th March 1936 When handed in at Local Office 10 Port of HAMBURG

No. in Reg. Book. 18431 Survey held at HAMBURG Date, First Survey 10th March Last Survey 14th March 1936 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel SC. "FERNING NYERSE"

Tonnage Gross 9500 Vessel built at Odense By whom Odense Haalkilvest ved When 1936
 Net Oil Eng. Engines made at Copenhagen By whom H. S. Møller When 1936
 Nominal Horse Power Oil Eng. Boilers, when made (Main) (Donkey) 1936

No. of Main Boilers 2 Owners D/S A/S Svendborg og A/S D/S af 1912 Owners' Address (if not already recorded in Appendix to Register Book)
 No. of Donkey Boilers 2 Managers A. P. Møller Port Danish Voyage Port Arthur
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Afloat + Dry Dock
 in Donkey Boilers 180 lb. (State name of Dock.) Deutsche Werft - Rethelberg

Last Report No. Port

Particulars of Examination and Repairs (if any) Comp. 1st Engr.

(Periodical Surveys, when held, must be reported in detail and serially 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 " " "

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

Present condition of funnel(s)

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?

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

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

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 power fitted?

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

In Dry Dock examined propeller propeller shaft in place stern bush, sea connection (not opened up) and fastenings and found all in order. The starboard safety valve spindle of the 1st Donkey Boiler failed and safety valve adjusted to 180 lb. per sq. inch. (Thickness of adjusting washer: 1/16" - Port 7/16"). Lasing gear fitted to 1st + Port Donkey Boiler safety valve. - Control gear fitted to the oil burning unit. Sign boards fitted to all valves and control gear. The electric light and power installation in way of engine room completed and tested at per Rules. (Fall of pressure 3.5 Volts). Further examined steering engine under working conditions and found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far

(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 L.M.C. 140 lb., F.D., &c.)

as seen is in good and efficient condition and eligible in my opinion to be cleared in the Society's Reg. Bk. and have records assigned as recommended by the Copenhagen Surveyors.

Survey Fee (per Section 29) Full survey fee Fees applied for 19
 Special Damage or Repair Fee (if any) has been made Received by me, 19
 Travelling expenses (if chargeable) at Copenhagen

Committee's Minute

Assigned

See Gpn. F.E. 9869

Engineer Surveyor to Lloyd's Register of Shipping.

003341-003348-0132

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

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

Lloyd's Register
Foundation