

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

(Received at London Office)

OCT 16 1937

Date of writing Report 12. 10. 1937 When handed in at Local Office 13. 10. 1937 Port of Lusak
 No. in Reg. Book. 31888 Survey held at Lusak Date, First Survey 2. 10. 37 Last Survey 8. 10. 1937
 (No. of Visits Three)
 Tonnage } Gross 27 1/2 Vessel built at Hamburg By whom Schiffbau (W. J. & Sch.) A. G. When 1922
 Net 16 4/9 Engines made at Hannovers By whom Hannoversche Masch. A. G. When 1922
 Nominal Horse Power 326 Boilers, when made (Main) 1922 (Donkey)
 No. of Main Boilers 2 Owners' Address Postdamko Ok. D. Oceania Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Postdamko Ok. D. Oceania Port Lusak Voyage
 Steam Pressure in Main Boilers 150 lb. If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boilers 150 lb. (State name of Dock.)

Last Report No. 25659 Port RotterdamParticulars of Examination and Repairs (if any) Classification

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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

If this 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?

What was the latest date of internal examination of each boiler? 2. 10. 37 port boiler, 5. 10. 37 starboard boiler

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 185 lb.

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? Yes

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

and of the Donkey Boiler?

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

and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What was the 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?

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

All remainder work requirements

For Classification Survey remain to be carried out.

Not done: Thrust shaft examined with shoes good.

Electric fitting generally examined, tested in working condition, major tested satisfactory.

Both main boilers examined throughout with mountings and safety valves doors and fastenings and found in order.

port boiler: forward circumferential seam bottom part minor caulking repairs carried out.

starboard boiler: 1 broken E.C. screw stay renewed and forward circumferential seam bottom part minor caulking repairs carried out.

Safety valves of both main boilers adjusted under steam as above.

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

CS 3, 34,

The above for the information of the Committee.

Survey Fee (per Section 29) Imars £1375

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

Travelling expenses (if chargeable) £199

Fees applied for 13. 10. 1937

Received by me, 19

Committee's Minute

Assigned To

No action

W. H. T. R.

W. H. T. R.

FRI. 30 DEC 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

003474-003478-0255