

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

(Received at London Office)

24 NOV 1955

Writing Report 15th Nov. 1955 When handed in at Local Office 19 Port of Amsterdam
 Survey held at Amsterdam Date First Survey 8/11 Last Survey 9/11 1955
 (No. of Visits 2)

on the Machinery of the ~~Wooden~~ Steel s/s "VESTRIA"

Gross 2469 Vessel built at Gdansk By whom International S.B. & E. CO. Ltd. Year. Month. When 1931 10
 Net 1358 Engines made at Gdansk By whom Int. S.B. & E. Co. Ltd. When 1931
 Main Boilers, when made (Main) (Donkey)
 Owners Rederi A/B/ Virginia Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Managers O.M. Thore Port Jonstorp Voyage
 Surveyed Afloat or in Dry Dock Minervahaven
 (State name of Dock.)

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

HULL	MACHINERY
+ 100 A 1	+ LMC
Hbg. SS 5/54	5/54
5/55	5/54
	TS OG 4/53 N

Port No. 15459 Port Cpn
 of Examination and Repairs (if any) Machinery Repairs

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 the cause of which must be stated should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case.

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.

Report made by anyone else? If so, by whom?

or personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " "

What reasons? What parts of the Boilers could not be thus thoroughly examined?

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? survey confined

of internal examination of each boiler Present condition of funnel(s) to below

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

or examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

or examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

or examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

on resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

not complete, state what arrangements have been made for its completion and what remains to be done.

ed at Owners request, forward H.P. cylinder-cover-piston & rod - Top and bottom ends with guide and found in efficient condition. The following repairs have been carried out:

in cylinder ground out. Piston head with junkring bolts - piston rings - piston rod (undersized) - crosshead and pin cracked) renewed. Top & bottom ends remetalled. Alignment verified and made in order.

Observations, Opinion, and Recommendation:—

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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

Machinery being in a good condition, I am of opinion that same is eligible to remain as classed without fresh survey.

Section 23) £ : : Fees applied for, 22.11.19.55
 Repair Fee (if any) £f. 70. → Received by me, 19.
 (per Section 23.) £f. 3.50
 es (if chargeable)

TUESDAY 13 DEC 1955

As now subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004285-004291-0239