

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

(Received at London Office)

Date of writing Report 12th December 1945 When handed in at Local Office 19 Port of Copenhagen

No. in Reg. Book. Survey held at Narvik Date, First Survey 13th June Last Survey 30th November 1945 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel Sc. FALSTRIA (Narvik Yards 98)

Tonnage { Gross 6993 Vessel built at Narvik By whom As Narvik Skipsverft When 1945
 Net 4234 Engines made at Cpm. By whom Akt. Bismark & Wain When 1945

Nominal Horse Power 1277 Boilers, when made (Main) (Donkey) 1945

No. of Main Boilers - Owners As Del Ostasiatisk Kompagni Owners' Address (if not already recorded in Appendix to Register Book.) Copenhagen Voyage New York

No. of Donkey Boilers one Managers -

Steam Pressure— in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat in Dry Dock (State name of Dock.) Narvik Skipsverft.

in Donkey Boilers 114 lbs

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Damage

(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

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 Boilers?

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

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 vitæ 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 so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

DAMAGE
 Damage stated due to air attacks 3/5-45 when the vessel was moored in Narvik Fjord.
 Now done:- All the intermediate shafts & bearings opened up & cleaned (the tunnel being flooded). All electric cables in tunnel renewed. Heating steam pipes in tunnel reinsulated. Minor repairs to electric installation on deck and in accommodation effected.
 Bridge pipe from tunnel reed (Holes) repaired
 all examined on completion & found good.

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 *LMC 140 lb., F.D.,&c.) CS 3,34
For the information of the Committee

Survey Fee (per Section 20) £ 125.00 Fees applied for 5.12.19 45
 Special Damage or Repair (if any) (per Section 29.) £ - Received by me, -
 Travelling expenses (if chargeable) £ 50.00

Committee's Minute FRI. 1 FEB 1946
 Assigned + LMC 11.45
DR 114 lb

J. Langhorne Jones
 Engineer Surveyor to Lloyd's Register of Shipping.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Class 100 A1 with prebend (Class unempl'd)</u>		<u>Class LMC</u>
		<u>C.L</u>

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

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

