Rpt. 9. N.N. "REG III" No. 2920.

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

(Received at London Office 2 MAR 1951)

Date of writing Report 28.2. 1951. When handed in at Local Office 28.2. 1951. Port of MALMÖ.

No in Reg. Book 95817 Survey held at MALMÖ. Date. First Survey 23/2 Last Survey 26/2 1951. (No. of Visits two.)

~~Steel~~ on the Machinery of the Wood, Iron or Steel s/s "ALASKA"

28 MAR 1951

Tonnage { Gross 5681 / Net 3476 } Nominal Horse Power 523

No. of Main Boilers 3

No. of Donkey Boilers –

Steam Pressure in Main Boilers 190 lbs.

in Donkey Boilers

Vessel built at Vancouver B.C. By whom J. Coughlan & Sons. Year. When 1918 Month. 7

Engines made at Newcastle By whom Swan, Hunter & Wigham Richardson Ld. When 1924-1

Boilers, when made (Main) 1918. (Donkey) –

Owners ~~D/S A/S Alaska~~ Deutscher Seeverkehr Erich Lubbert & Co KG. Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers ~~C. Haaland~~ Helmut Thimm & Co. Port ~~Haugesund~~ Hamburg. Voyage –

If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

Last Report No. 4116. Port Alx –

Particulars of Examination and Repairs (if any) COMPL. BS:-

(Periodical Surveys, when held, must be reported in detail and seriatim 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? –

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

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)
+100A1 1.50		+LMC 7.48
ssNwc.2ndNo.3-		+NE 1.24
11.43		BS 7.49
ssBgn.-6.48		T.S.C.C. 1.50.
Fitted for oil fuel	7.18	F.P. above 150°F.

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes. Port Boiler.

" " Donkey " " " –

If not, state for what reasons Stbd. & Centre Boilers examined in Alexandria, December, 1950. 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? –

State latest date of internal examination of each boiler All 23.2.51. Port Boiler. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 192 lbs/sq"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? – 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. Port B., and of the Donkey Boilers? –

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. Port Boiler., and of the Donkey Boilers? –

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

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? – Is an approved oil retaining appliance fitted at the after end? –

Has shaft now been changed? No. If so, state reasons – Has the shaft now fitted been previously used? – Has it a continuous liner? –

Is an approved oil retaining appliance fitted at the after end? – State date of examination of Screw Shaft – State the wear down in the stern bush – 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? –

Engine parts, when referred to by numbers, should be counted from forward.

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

Port main boiler with mountings examined outside and in.
The safety valves of all boilers adjusted under steam as above.
Oil burning installation examined under working condition.

The vessel left for Narvik, then will proceed to a port on Continent, probably Antwerp.
Change of name and flag will take place after this voyage.

Copy of Cert. B1, issued in this case, is enclosed herewith.
" " " B1, also sent to the Oslo Surveyors.

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, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.)

CS 3,34

It is submitted the Machinery of this vessel is eligible to remain as classed with fresh record of BS 12.50.

Survey Fee *(per Section 29)* Kr. :80:- Fees applied for 27/2 1951.

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

Travelling expenses (if chargeable) Kr. :14:- Received by me, 27/2 1951.

A. Olsen 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 16 MAR 1951

Assigned Deferred for comp BS

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Has a Survey also been held on Ship? If so, is the report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

NORWEGIAN

Lloyd's Register Foundation

009139-009143-0023