

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

(Received at London Office)

Date of writing Report May 21st 1928 When handed in at Local Office May 21st 1928 Port of Newport News, Va.No. in Reg. Book. 32206 Survey held at Norfolk & Newport News, Va. Date, First Survey May 10th Last Survey May 21st 1928.on the Machinery of the ~~Wood, Iron & Steel~~ S/S "PORSANGER" (No. of Vessels 2)Tonnage { Gross 4267
Net 2613Vessel built at MontrealBy whom Canadian Vickers, Ltd.When 1918-5Nominal Horse Power { 333Engines made at MontrealBy whom Canadian Vickers, Ltd.When 1918-5No. of Main Boilers 2Boilers, when made (Main) 1918-5(Donkey) 1918No. of Donkey Boilers 1

Steam Pressure—

in Main Boilers 180Owners Westfal Larsen & Co., A/S

Owners' Address

(if not already recorded in Appendix to Register Book)

Port Bergen.Voyage St. Thomasin Donkey Boilers 100If Surveyed Afloat Yes

(State name of Dock)

Off Sewall's Pt., & at Pier #9, Newport News, Va.

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.R., if any).*100-A-1 3.28
ss. Ham. No. 2-27*LMC. 6.27
M.S. 6.27

T.S. (CL) 3.28

Last Report No. 17323 Port Rot.
Particulars of Examination and Repairs (if any) M.B. Survey.

(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?

Do.

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?

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 Boiler?

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

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

The main boilers examined throughout - condition good.Safety valves and boiler mountings, manhole doors and fastenings opened out, examined and found in good order.The safety valves adjusted to blow at 184 Lbs. per square inchGeneral Observations, Opinion, and Recommendation:— The main boilers of this vessel are now

(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, or *L.M.C. 9.11, 180 lb., F.D., &c.)

in good order, eligible in my opinion to remain as classed and to have fresh record of survey MBS.5.28 in the Register Book

Survey Fee (per Section 25).....\$25.00

Special Damage or Repair Fee (if any).....\$

(per Section 25.)

Travelling Expenses (if chargeable).....\$ 1.50

Fees applied for

21/5/ 19 28

Received by me,

19

Committee's Minute NEW YORK MAY 29 1928

Assigned

As now subject

FRI. 29 JUN 1928

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

009341-009349-0305