

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

(Received at London Office) 25 MAR 1928

Writing Report 22-3 1928 When handed in at Local Office 19 Port of Rotterdam

Survey held at Schiedam Date, First Survey 15-3 Last Survey 16-3 1920 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel "PORSANGER"

Gross 4267 Vessel built at Montreal By whom Canadian Mchrs Co When 1910-5

Net 2613 Engines made at By whom When 1910

333 Boilers, when made (Main) 1910 (Donkey) 1910

2 Main Boilers Owners Westfab Larsen & Als Owners' Address Bergen

1 Donkey Boilers Managers Port Bergen Voyage Quebec

1000 Pressure— If Surveyed Afloat or in Dry Dock N.W. Way Dock

1000 Key Boilers (State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
+100A1 6.07		+LMC 6.07
S.S. Lam N 2.07		T.S. seen 6.07
		C.L.

Report No. Port

Particulars of Examination and Repairs (if any) Cond: Rep:

At 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined?

Has a damage report made by anyone else? If so, by whom?

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

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

If not done, state for what reasons?

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?

Will the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Will the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Will the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Will the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Will the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Stepped Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

Has the screw 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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Lower half 2 1/4 renewed.

Is the screw shaft complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel placed in drydock. Screw shaft drawn examined and found in order. Stern tube nut found badly corroded. Recommended to renew the nut. Same is done and now in order. Propeller stern bush and fastenings found in order.

General Observations, Opinion, and Recommendation:— The machinery being as far as seen in a good condition. I am of opinion that this vessel is eligible to remain as classed and notation T.S. seen 3-20. Screw shaft to be reexamined before the end of March 1930. (Liner joints stepped).

(per Section 28) £37.50 Fees applied for

Damage or Repair Fee (if any) £ 19 20

(per Section 28.)

Expenses (if chargeable) £10.00 Received by me, 19

Committee's Minute WED. 11 APR 1928

as now subject 5328

Mr. Murray  
Engineer Surveyor to Lloyd's Register of Shipping.



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

SEE LIMITATION LIST

*New shaft exam*

N.B.—If this Report is copied by copying Press. especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*It is submitted that  
this vessel is eligible to  
remain as CLASSED  
subject to the  
new shaft being <sup>examined</sup> at two points  
before the end of 3.30  
5.3.28*

*25A  
29/3/28*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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