

21 SEP 1945

N. 2175.

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

1st Sept. 1943. When handed in at Local Office. 1st Sept. 1943. Port of Malmö.

No. in Survey held at 7297. on the Machinery of the Wood, Iron & Steel M/T "KATHRINE STENERSEN"

Gross Tonnage 10200. Net Tonnage 6100. Nominal Horse Power 1556.

Vessel built at Malmö. Engines made at Malmö. Boilers when made (Main) Malmö. Owners J. Stenersen. Managers J. Stenersen. If Surveyed Afloat or in Dry Dock Dry Dock Malmö Harb.

By whom Rocknors Msk. V. G. B. When 1912. By whom Rocknors Msk. V. G. B. When 1912. (Donkey)

Owners' Address Port Oslo. Particulars of Classification (which must be entered previously in the Register Book of Seafarers)

Last Report No. Port

Particulars of Examination and Repairs (if any) Ammal.

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?

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

If this was not done, state for what reason?

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.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys	Particulars of Classification (which must be entered previously in the Register Book of Seafarers)	Machinery and Boiler Surveys (including date of N.B. if any)
10091 Carrying Petr. in bulk. (Class Contemplated)		

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 vitae 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.

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.

The sea connections, propeller and fastenings examined.

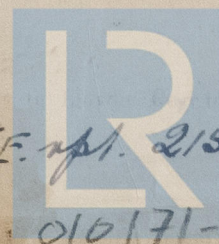
General Observations, Opinion, and Recommendation. The machinery of this vessel is eligible, in my opinion, to remain as entered in the Reg. Book without fresh record of survey.

TUES. 12 OCT 1943

TUES. 23 OCT 1945

Deferred

See minute of Mms. F.E. rpt. 2156



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Notes

Jan

8. 10. 49



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