

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

(Received at London Office)

Report 2/12/19 50 When landed in at Local Office 2/12/50 19 50 Port of 19 JAN 1951 Yokohama

Survey held at Yokohama Date First Survey 15th Nov Last Survey 2nd Dec 19 50 (No. of Visits five)

The Machinery of the ~~Wood, Iron or Steel~~ s s "Norelg"

6103 Vessel built at Vancouver By whom GM Standier Const Corp When 1920
 2729 Engines made at Hamilton By whom Hooven Rentscher Co When 1920
 Boilers, when made (Main) 1920 (Donkey) 1920
 Owners Wallen & Co Ltd Owners' Address P.O. 40 Hong Kong
 Managers Port Panama Voyage
 If Surveyed Afloat or in Dry Dock Yokohama DD
 (State name of Dock)

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 expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS 2.50 with freeboard		MBS 7.41 BlrS 8.49 msp 8.48 CL 8.48
Classfr. Surv. 3.41 A.S. 8.69 Fitted for O.F.		

No. Port

Examination and Repairs (if any) Docking, TS, BS, & Comp MBS
when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly mentioned at the end of the report. State also the dates and initials of any letters respecting this case.

where the Surveyor has not made a special damage report he is required to state whether he offered his services for that purpose, and why they were declined not required

report made by anyone else? If so, by whom? -

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

What reasons? - What parts of the Boilers could not be thus thoroughly examined? -

tests, in the absence of internal examination, were adopted by the Surveyor himself of the thoroughness and efficiency of those parts of each Boiler? -

of internal examination of boiler All 15-11-50 Present condition of funnel(s) Good

examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 210 lbs/l

examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? -

examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

has now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? -

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

retaining appliance fitted at the after end? - State date of examination of Screw Shaft 16-11-50 State the wear down in the fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

not complete, state what arrangements have been made for its completion and what remains to be done Complete

Docking: Vessel placed in drydock, the propeller, aft end of stern bush and the sea chest with their fastenings examined.

aft end drawn, examined, stern tube rewooded.

wing machinery opened up and examined:-

HP, IP and LP cylinders, pistons and valves.

circulating pump.

main feed pumps.

sea, ballast and general service pumps.

and auxiliary condensers examined and tested.

ass in entirety.

and pumping arrangements examined.

electric circuits examined and megger tested.

the three main boilers opened up and examined in entirety including all mountings, manholes (PTO)

Opinion, and Recommendation:- The machinery of this vessel so far as now seen

is in good and efficient condition and eligible, in our opinion, to remain as now classed with

classification of TSCL 11 50, MB1S 12,50 and MBS with date as previously recommended.

Survey Fee £ 24 - - - Fees applied for ()
Repair Fee (if any) £ 7 - - -
Repairs £ 10 - - - Received by me, ()
(if chargeable) £ 7 - - -

TUES. 3 APR 1951

Minute

MBS 8.48
4.11.50 BlrS 12.50

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010208-010218-0176

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

doors etc, afterwards examined under steam and safety valves adjusted as stated.

Repairs Main engine

remetalled. HP valve rings renewed, bottom end bearing and eccentric straps renewed.
IP valve rings renewed, piston rings renewed.
LP bottom end bearing remetalled.

Auxiliaries

Main circulating pump impellor and shaft renewed, other repairs of a minor nature effected.

Boilers

Centre Lower manhole doors built up by welding.
4 CC stays renewed. Internal feed pipes renewed.
29 tubes renewed.

Port 2 CC stays renewed, 30 tubes renewed.
Internal feed pipes renewed.

Starboard 4 CC stays renewed, 12 tubes renewed.
Minor repairs to mountings.

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