

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

12 JUN 1928

(Received at London Office)

Date of writing Report 9. 6. 1928 When handed in at Local Office 9. 6. 1928 Port of **Danzig**

No. in Reg. Book. Survey held at **Nenfahwasser** Date, First Survey 30th May Last Survey 31st May 1928 (No. of Visits **Two**)

31164 on the Machinery of the **Wood, Iron or Steel** Sc. 3 Mst. **OSKAR** (ex **Polmina**, ex **Hermine**)

Tonnage { Gross 849 Net 485 Vessel built at **Amsterdam** By whom **Verschure & Co. Sp. & Mh.** When 1917 - 2

Nominal Horse Power { 113 Engines made at **- do -** By whom **- do -** When 1917

No. of Main Boilers 2 Boilers, when made (Main) 1917 (Donkey) ✓

No. of Donkey Boilers 1 Owners **Ragnar Nilsson** Owners' Address **Jaaborg**

Steam Pressure in Main Boilers 180 lb Managers **✓** (If not already recorded in Appendix to Register Book.)

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock **afloat** Port **Wisnar** Voyage **Jaaborg**

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

Last Report No. 18087 Port **Han.**

Particulars of Examination and Repairs (if any) Completion of B.S.

(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? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **No**

Do. " Donkey " " " ✓

If this was not done, state for what reasons? **The main boilers were examined inside & repaired at Lübeck in May 1928.**

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? **under Steam, yes** To what pressure were they afterwards adjusted under steam? **180 lb**

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? **No** Is it fitted with continuous liner? **No** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **No**

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 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? ✓

Now done: Both main boilers examined under steam, found tight and their safety valves adjusted to steam pressure of 180 lb

General Observations, Opinion, and Recommendation:— Judging from the parts now examined

(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. & F.S. 9, 11, or 2 L.M.C. 9, 11, 140 lb, F.D., &c.)

I have to recommend that this vessel's class be continued in the Register Book with fresh record of B.S. 5, 28

Survey Fee (per Section 24) £ 1 : 10 : 0 Fees applied for 9. 6. 1928

Special Damage or Repair Fee (if any) (per Section 25.) £ : : : Received by me, 19

Travelling Expenses (if chargeable) £ 0 : 5 : 0

Committee's Minute TUES. 19 JUN 1928

Assigned **BS 5.28**

FRI. 10 AUG 1928

TUE. 23 OCT 1928

James C. Dykes Register Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010283-010288-0020

B. S. due 11.27. parts left

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.

5.28 completed.

It is submitted that
this vessel is eligible for
THE RECORD. B. S. 5.28

[Signature]
14/6/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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