

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

No. 41950

Date of writing Report DEC 29th 1941 When handed in at Local Office 19 FEB 1942 (Received at London Office)
 No. in Survey held at BROOKLYN Port of NEW YORK
 Reg. Book 71614 Date, First Survey DEC 19th Last Survey DEC 22nd 1941
 on the Machinery of the Wood, Iron or Steel SS TOLTEN EX LOTTA (No. of Visits 4)

Tonnage { Gross 1858 Vessel built at AALBORG By whom AALBORG VAERET A/S Year. Month.
 Net 1014 Engines made at HELSINGORS When 1938 6.
 Nominal Horse Power 231 Boilers, when made (Main) 1938 By whom JERNEN & NISKE When 1938
 No. of Main Boilers 2 Owners COMPANIA SUD AMERICANA DE VAP (Donkey) AS RECORDED
 No. of Donkey Boilers ✓ Owners' Address AS RECORDED (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 220 Managers ✓ Port VALPARAISO Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock BOTH (State name of Dock.) ROBINS DD & REPAIR CO

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any)

(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 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? ✓" " 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? ✓State latest date of internal examination of each boiler ✓Present condition of funnel(s) goodDid 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? yesIs it fitted with continuous liner? yesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? no If so, state reasons ✓Has the shaft now fitted been previously used? ✓Has it a continuous liner? yesIs 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 Dec 19thState the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

Is electric light and/or power fitted? yesIf 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 ✓Now done

Propeller removed screw shaft drawn examined with stem bush fastenings
 same satisfactory, screw shaft replaced and propeller replaced

All sea valves and cocks opened cleaned examined with their connections
 found or replaced in good order and chests coated

Exhaust Turbine opened cleaned and examined, roller lifted bearings
 shaft and chain drive examined and found or replaced in good order

Main Engine Poppet valves, spindles, cages and springs examined and
 found or replaced in good order

General Observations, Opinion, and Recommendation:—The Machinery of this vessel

(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.E.M.S. 9.11, *L.M.C. 9.11, or *L.M.C. 140 lb., F.D., &c.)

*L.M.C. 3.34,

is eligible to be retained as classed and it is recommended that
 the record of T.S. (C) 12/41 be made in register book

Survey Fee (per Section 29) £ 35.00Special Damage or Repair Fee (if any) late fee 10.00

(per Section 29.)

Travelling expenses (if chargeable) £ : : ✓

Fees applied for

Dec 31 1941

Received by me,

19

Committee's Minute

NEW YORK JAN 7 - 1942

Assigned As now

T.S. 12, 41

W1158-0120

A. W. Coates
 Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
 Foundation

Noted
 No one but 2 parts held

25/11
 10/3/42

Length and use supplied.	Test po Certificate	Weight of Chain	Weight of Anchor	Weight of Bolt
100 ft	100	100	100	100
200 ft	200	200	200	200
300 ft	300	300	300	300
400 ft	400	400	400	400
500 ft	500	500	500	500
600 ft	600	600	600	600
700 ft	700	700	700	700
800 ft	800	800	800	800
900 ft	900	900	900	900
1000 ft	1000	1000	1000	1000

CHAIN
 25/11

Length and use supplied.	Test po Certificate	Weight of Chain	Weight of Anchor	Weight of Bolt
100 ft	100	100	100	100
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300 ft	300	300	300	300
400 ft	400	400	400	400
500 ft	500	500	500	500
600 ft	600	600	600	600
700 ft	700	700	700	700
800 ft	800	800	800	800
900 ft	900	900	900	900
1000 ft	1000	1000	1000	1000

ANCHORS

to be kept in the same condition as when first supplied. The weight of the anchor should be checked at intervals of 100 ft. The weight of the chain should be checked at intervals of 100 ft. The weight of the bolt should be checked at intervals of 100 ft.

Tested and found to be in good condition.

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