

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

(Received at London Office 22 APR 1942)

Date of writing Report 9th Feb. 1942 When handed in at Local Office 9th Feb. 1942 Port of Baltimore, Maryland
 No. in Survey held at Baltimore, Maryland Date, First Survey and Last Survey 22nd Jan. 1942
 Reg. Book 80427 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "NORDVANGEN" (No. of Visits 1)

Tonnage { Gross 2400
 Net 1386
 Vessel built at Danzig By whom Internatnl. SB & E. Co. Ltd. When 1929 4
 Engines made at Danzig By whom International SB. & E. Co. Ltd. When 1929
 Nominal Horse Power 215 NHP Boilers, when made (Main) 1929 (Donkey) -
 No. of Main Boilers 2 SB Owners Skibsaktieselskap Karaibien Owners' Address -
 No. of Donkey Boilers - Managers Gorrissen & Co. Akties. Port Oslo Voyage -
 Steam Pressure in Main Boilers 206 lbs. If Surveyed ~~Afloat~~ in Dry Dock Maryland Drydock Co. (State name of Dock.) Fairfield, Baltimore, Md.
 in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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?

" " Donkey " " "

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

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 1/8"

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

Is electric light and/or power fitted?

Also, 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 Complete.

Now Done :- Vessel in dry dock, propeller, stern bush and outer fastenings examined, found or placed in good order.

Wear down 1/8".

General Observations, Opinion, and Recommendation:—

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

CS 3,34,

The machinery of this vessel so far as now seen is in good and safe running condition

and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29)

£

: - : -

Fees applied for

19

Special Damage or Repair Fee (if any)

£

: - : -

Received by me,

19

(per Section 29.)

Travelling expenses (if chargeable)

£

: - : -

Received by me,

19

Committee's Minute

Assigned *as now*

NEW YORK MAR 4 1942

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Notice
 4. 5. 42