

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

(Received at London Office) - 3 SEP 1945

Date of writing Report 23/3 1943 when handed in at Local Office Oslo. Port of Oslo.

No. in Reg. Book 28297 Survey held at Trondheim. Date, First Survey 23/3 Last Survey 23/3 1943  
(No. of Visits 1)

363 on the Machinery of the ~~Vessel~~ Iron Steel Screw steamer \* LASBEK  
Year 1930 - Month 7

Tonnage Gross 2159 Vessel built at Lübeck. By whom Lübecker Mashb. Ges. When 1922  
Net 1263 Engines made at Berlin By whom A. Borsig G.m.H. When 1922

Nominal Horse Power 216 Boilers, when made (Main) 1922 1930 (Donkey) --  
No. of Main Boilers 3 Owners Knöhr & Burchard Owners' Address Hamburg  
No. of Donkey Boilers 3 Managers Port Hamburg Voyage Hamburg

Steam Pressure in Main Boilers 199 If Surveyed Afloat Yes (State name of Dock.)  
in Donkey Boilers 199

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

Last Report No. 28519 Port Oslo.

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

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

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 these 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 reason. 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. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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?

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

Requested by the master to examine the stb. boiler's combustion chambers and found a crack, abt. 14" between the furnace and the side combustion chamber in both furnaces.

It was arranged to make good the crack by electric welding.

It is stated that the welding has been carried out, but the vessel left without calling in the surveyor for examination of the complete repair.

This survey was carried out by Mr. A.N. Nilssen of Trondheim.

## 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, & D.N.C. 9, 11, or R.L.M.C. 140 lb., F.D., &c.)

Recommend that the electric welding repair of the stb. boiler be examined soonest possible.

Survey Fee (per Section 29)..... Kr. 50.-  
Special Damage or Repair Fee (if any)..... £  
2nd Surveyor's fee..... 30.-  
Travelling expenses (if chargeable)..... £  
Fees applied for 26/3 1943  
Received by me 29/3 1943

Committee's Minute  
Assigned  
WED. 30 OCT. 1945  
Lloyd's Register  
Foundation

Has a Survey also been held on ship? If so, is the Report sent now, or when will it be sent?

Non-Transfer Ink. (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minute.

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

Is a Certificate required? If so, to what to...

Sunk  
1944

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys	Year assigned now required	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1		OL N12.38
12.38 8.39		+100 12.38
ssHam.No.2-38		
Cruiser stern.		
Strengthened for Navigation in ice.		