

WRECK  
SECTION

No. 2285.

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

Date of writing Report 21/10 1952 When handed in at Local Office 21/10 1952 Port of HELSINGBORG.  
 No in Reg. Book. Survey held at Helsingborg Date. First Survey 3rd Oct. Last Survey 13th Oct. 1952  
 81468 on the Machinery of the ~~XXXXXXX~~ Steel Steamer "WANDIA". (No. of Visits 4)

Gross 1417 Vessel built at Amsterdam By whom Nederl. Scheepsbouw. Maats  
 Net 792 Engines made at - By whom Ned. Fab. v. Werk & Spr.  
 Nominal Horse Power 156 MN Boilers, when made (Main) NB 8,15 (Donkey)  
 Owners Rederi A/B Wandia Owners' Address  
 No. of Main Boilers 2 SB Managers Axel Falkland  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat. Port Helsingborg Voyage -  
 Steam Pressure in Main Boilers 160 lbs. (State name of Dock.)  
 in Donkey Boilers 1 8771 Port Skan

Last Report No. 8771 Port Skan  
 Particulars of Examination and Repairs (if any) Boiler Survey

(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. See below.

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 through examination at this time? Yes

" " Donkey " " " "

If not, state for what reasons

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

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 Port B 8.10.52. Stbd. B 4.10.52 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 160 lbs.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

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

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush.

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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

NOW DONE: Both main boilers examined in- and externally with safety valves and mountings and the safety valves afterwards adjusted under steam as above.

REPAIRS: WEAR AND TEAR: NOW DONE:

The starboard furnace of the port boiler found cracked in the "goose-neck". The cracked part was cut out and a new piece fitted by means of welding. On completion of repairs the boiler was tested under water-pressure and found tight.

The spindles and valve lids of the safety valves of both main boilers taken to shop and adjusted in lathe. The valve seatings of same adjusted in place.

The safety valves of both boilers are of an old type and not so quick-closing as new ones. The valves are now, however, after adjustments, in my opinion, in a satisfactory condition.

The manometers of both boilers taken to shop and adjusted.

(See Continuation)

## 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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

It is submitted the machinery of this ship is eligible to remain as classed, with fresh record of BS 10,52. Donkey boiler not to be used.

Survey Fee (per Section 29) Kr. 150:00 Fees applied for 21/10 1952

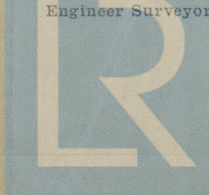
Special Damage or Repair Fee (if any) £ --- Received by me, ---

Travelling expenses (if chargeable) £ ---

Committee's Minute TUES. 11 NOV 1952

Assigned Deferred for census  
 but assign BS 10,52, subject.

Seen Bonin  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W1641-0139 (12)



s.s. "W A N D I A", No. 81468 in the Register Book.

NOTE: Please also see the Helsingfors letter 20th August, 1952, to this office, Helsingborg letter dated the 13th September, 1952, and the Secretary's letter dated 26th September, 1952 (classing-letter), regarding the manometers and safety valves of the boilers.

SR LIST: The insertion "BS 8,51 on completion" to be removed from the SR List.

*Sven Börs*