Rpt. 9.

No. 41328

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

(Received at London Office 15 SEP 1941)

Date of writing Report July 15 1941 When handed in at Local Office July 21 1941 Port of New York

No. in Reg. Book 76059 Survey held at Hoboken, N.J. Date, First Survey June 6 Last Survey June 19 1941 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel M.S. Horn Shell

Tonnage: Gross 8272, Net 2837

Nominal Horse Power 983

No. of Main Boilers ✓

No. of Donkey Boilers 2

Steam Pressure— in Main Boilers ✓ in Donkey Boilers 150

Vessel built at Hamburg By whom Deutsche Werft Act. When 1931-12

Engines made at Berlin By whom Germania Eis Co. Finkenwerder When "

Boilers, when made (Main) ✓ (Donkey) 1931

Owners Anglo-Saxon Petroleum Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Buth. Tietjen and Lang

Last Report No. Port

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

Character ✱ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 7.39		+LMC CS 8.40
Examined 8.40		3.38
Bkn		DBS 8.40
SS Mno 1-36		TSCLN 3.38
Carrying		
petroleum		
in bulk		

Particulars of Examination and Repairs (if any) Part C.S. and Damage

(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 " " "

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)

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 3/32"

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.?

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

Vessel placed in dry dock propellor, fastenings of the stern bush. Sea cocks and valves and their fastenings examined and found or now placed in order.

L.M.C. C.S. Examined No. 5 Starboard cylinder, liner, head and valve piston, rod and crosshead, and found in order.

Minor repairs effected

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 ✱LMC CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen is in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of LMC C.S. with date, when the survey has been completed

Survey Fee (Rule 29) Part C.S. £ : 10 : 00/100

Extra Fee (if any) £ : :

£ : :

Fees applied for June 20 1941

Received by me, July 7 1941

NEW YORK JUL 23 1941

J. A. Moore

Engineer Surveyor to Lloyd's Register of Shipping.

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

Is a Certificate required? If so, to be sent to

W172-0006

Mark Tare - C.S.