

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

(Received at London Office)

Date of writing Report 29/12/42 When handed in at Local Office 29/12/42 Port of Southampton 30 DEC 1942

Survey held at Southampton Date First Survey 23/12/42 Last Survey 24/12/42 19 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel "NEVA"

Gross 1456 Net 795 Vessel built at Helsingborg By whom Helsingborgs Laip. AKTIEB. When 1928 1
Engines made at Helsingborg By whom Helsingborgs Laip. AKTIEB. When 1928

Boilers, when made (Main) 1928 (Donkey)

Owners H/B Innsmarin Owners' Address (if not already recorded in Appendix to Register Book.)
Managers S. Pedig Port Helsingfors Voyage

If Surveyed Afloat or in Dry Dock Afloat 102 BERTH Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 24723 Port CVPT

Particulars of Examination and Repairs (if any) R.B.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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. NOT REQUIRED.

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? YES

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? NO

Was a damage report made by anyone else? If so, by whom? PORT BOILER EXAMINED AT BARRY 10/42

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?

Latest date of internal examination of each boiler 23/12/42 Present condition of funnel(s) GOOD

Did the Surveyor examine the Safety Valves of the Main Boiler? YES STABD. To what pressure were they afterwards adjusted under steam? 200 LB/4"

Did the Surveyor examine the Safety Valves of Donkey Boiler? NO 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 STABD. 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? STABD YES. and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? NO 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 the shaft now been changed? If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

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 Afloat.

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

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.

Done by B.S. Stab'd main boiler examined throughout along with all mountings, manholes, doors etc. towards both main boilers examined under steam and the safety valves of both boilers adjusted to same as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now (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.)

seen to be in a good and efficient condition, and eligible in my opinion to remain as classed with first record of B.S. 10/42 Subject as per S.R.L.

Survey Fee (per Section 20) £ : : Fees applied for 19. : :
Special Damage or Repair Fee (if any) (per Section 20.) £ : : Received by me, 19. : :
Travelling expenses (if chargeable) £ : : : :

Committee's Minute TUE 19 JAN 1943
Assigned [Signature] 10.42
H.A. Johnston
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W199-0099