

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

(Received at London Office) 18 NOV 1942

of writing Report 6.11.1942 When handed in at Local Office 6.11.1942 Port of LIVERPOOL

Survey held at LIVERPOOL AND BIRKENHEAD Date, First Survey 29.8.42 Last Survey 5.11.1942 (No. of Visits 9)

on the Machinery of the Wood, Iron or Steel M/V. PETER MAERSK. Year. Month. Gross 5476 Vessel built at ODENSE By whom ODENSE STAALSKIBSVFT When 1932. 3. Net 3438 Engines made at COPENHAGEN By whom AKT. BURMEISTER & WAIN. When 1932. 983. Boilers, when made (Main) (Donkey) N.D.B. 1935.

Owners MINISTRY OF WAR TRANSPORT. Owners' Address (if not already recorded in Appendix to Register Book.) Managers MOSS HUTCHISON LINE, LD. Port HULL Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). CHARACTERS: Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

Report No. Port Particulars of Examination and Repairs (if any) DK6, DBS & CS

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). +100 A1 Cbo. +LMC, CS 6-40. with freeboard 5-41. 1-39. SS.Hke. No2.-40. DBS. 9-39. +Lloyds RMC 6-40. TS.(L) 5-41.

Oil Engine port chamber for temp 320° fitted for carrying oil F.P. above 150°F. in deep tanks

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

was not done, state for what reasons? Efficient

at parts of the Boilers could not be thus thoroughly examined? Present condition of funnel(s) 29.8.42

at 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? To what pressure were they afterwards adjusted under steam?

latest date of internal examination of each boiler? Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 100 lbs/sq"

Surveyor examine the Safety Valves of Donkey Boiler? yes and of the Donkey Boilers? yes

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? yes

Surveyor examine all the mountings of the Main Boilers? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? close fit.

new 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? yes

shaft now been changed? If so, state reasons Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

shaft now fitted been previously used? 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? yes

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

did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

NOW DONE :- Docking. Vessel placed in drydock. Examined propeller, cocks, valves and outside fastenings of sea connections.

DBS. Donkey boiler examined internally and externally with mountings, manholes, doors and their fastenings; safety valves adjusted under steam as noted above. Oil burning installation examined under working conditions and found satisfactory.

CS. Main engine starting air receiver examined internally and externally with mountings, manholes, doors and fastenings.

General Observations, Opinion, and Recommendation: - The machinery of this vessel (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.S.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

where now seen, is eligible, in our opinion to remain as now classed with fresh record of DBS 8,42 now + LMC, CS (with date) on completion and without special conditions re - hob crankshaft journal, emergency starting air receiver and DBS.

Survey Fee (per Section 29) DBS £ 2 : 0 : 0 Fees applied for 11 NOV 1942 Received by me, 19

Signature: W. L. H. H. H. Engineer Surveyor, Lloyd's Register of Shipping. Lloyd's Register Foundation

