

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

(Received at London Office)

JAN 20 1938

Date of writing Report 18-1-1938 When handed in at Local Office 19 Port of Rotterdam  
 No. in Reg. Book. 26978 Survey held at Schiedam Date, First Survey 20-11-37 Last Survey 6-1-1938  
 Tonnage Gross 1862 Net 1116 Vessel built at Hoboken By whom Antwerp Eng. Co. When 1912  
 Nominal Horse Power 213 Engines made at Sunderland By whom M.E. Machine Eng. Co. Ltd When 1912  
 No. of Main Boilers 2 Boilers, when made (Main) 1912 (Donkey) L  
 Owners A/S Dampskolsk Dania Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers Chr. Andresen Port Sjoberg Voyage   
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb 1 Surveyed Afloat or in Dry Dock Wilton's Dock  
 in Donkey Boilers  (State name of Dock.)

Last Report No.  Port Particulars of Examination and Repairs (if any) San. 135, repairs

(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. San. 135 - 12-37

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 Yes, not required.

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? Yes" " Donkey " " " " YesIf this was not done, state for what reasons? And what parts of the Boilers could not be thus thoroughly examined? All parts accessible.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 12-37Present condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boiler? YesTo what pressure were they afterwards adjusted under steam? 180 lbDid the Surveyor examine the Safety Valves of Donkey Boiler? YesTo 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? YesDid the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? YesDid the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? YesHas screw shaft now been drawn and examined? YesIs it fitted with continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesHas shaft now been changed? no If so, state reasons Has the shaft now fitted been previously used? YesHas it a continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesState date of examination of Screw Shaft 24-11-37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft unwooded

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Completed

Vessel reported to have been aground last voyage. Vessel placed in dry dock, screwshaft drawn, examined and found good. Propeller one tip broken off. Sternbush and fastenings good.

Examined both boilers internally and externally, their mountings and fittings. Starb. boiler all 3 wrapper plates, centre furnace c.c. backplate and lower part starb tube plate removed on account of cracks between rivet holes, and replaced by new ones. Centre furnace top part at front corner Port boiler 2 wrapper plates, centre c.c. tube and backplate, and port furnace c.c. backplate renewed. Starb. boiler buttstrap 4 rivets removed for exam and found good. Boilers tested upon completion of repairs to 240 lb. and afterwards re-lagged.

Please see special report with photo's enclosed herewith.

General Observations, Opinion, and Recommendation:—The machinery and boilers (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.)

being now in a good condition I am of opinion that the vessel is eligible to remain as classed with fresh record of B.S. 1-30. and notation of T.S. 22-37.

Survey Fee (per Section 29) 25, rep. 160.00 Fees applied for 19. 1. 1938Special Damage or Repair Fee (if any) 25.00Travelling expenses (if chargeable) 12.00Committee's Minute Assigned RS. 1.38Received by me, 4/2 1938

FEB 4 1938

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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