

Rpt. 9.

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

(Received at London Office 21 MAY 1942)

Date of writing Report Dec. 1st, 1941 When handed in at Local Office 19 Port of SAN FRANCISCO,

No. in Reg. Book. 5948 Survey held at Oakland, Cal. Date, First Survey Nov. 21st, Last Survey Nov. 28th, 1941 (No. of Visits Four)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "HOEGH MERCHANT"Tonnage Gross 4858 Vessel built at Copenhagen By whom Akt. Burmeister & Wain When 1934 - 9
Net 2921 Engines made at do. By whom do. When 1934

Nominal Horse Power 644 Boilers, when made (Main) -- (Donkey) 1934

No. of Main Boilers -- Owners Skibs A/S Abaco, Aruba, Astrea & Noruega Owners' Address -- (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Leif Hoegh & Co. Port OSLO Voyage --

Steam Pressure in Main Boilers -- If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 90# State name of Dock. Moore D.D. Company, Oakland, Cal.

Last Report No. Port Particulars of Examination and Repairs (if any) DOCKING AND C.S.

Periodical Surveys, when held, must be reported in detail and serially 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 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? 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 1/8"

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 CONTINUOUS SURVEY

NOW DONE:

MAIN ENGINE:

Nos. 2, 4 and 5 Cylinders, liners, cylinder heads and pistons examined.

Piston rings renewed.

Valve and valve gear examined.

Nos. 2, 4 and 5 Glider pistons and cylinders examined.

No. 5 glider eccentric straps remetaled.

Nos. 2 and 7 tunnel spring bearings, lower half remetaled.

Vessel placed in dry dock, propeller and outside fastenings examined, and found in good order.

TO COMPLETE SURVEY - All the Rule requirements except the above to be complied with.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel is eligible

(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.)

in my opinion to remain as classed with record of * L.M.C. C.S. with date when the Survey has been

completed.

Survey Fee (per Section 29) \$40.00 : Fees applied for Dec. 1, 1941.

Special Damage or Repair Fee (if any) £ : Received by me, 19

Travelling expenses (if chargeable) \$ 2.00 : Late Fee \$10.00

Committee's Minute NEW YORK DEC 30 1941

Assigned Deferred for D.B.S.

J.M. Legg
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foully 2-0162

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

Wttd.

L.H.
30/5/42.



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Foundation