

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

(Received at London Office)

AUG 25 1939

Date of writing Report 24 August 1939 When handed in at Local Office 10 Port of Copenhagen

No. in Reg. Book 32271 Survey held at Copenhagen Date, First Survey 24 August 1939 Last Survey 24 August 1939 (No. of Visits)

Tonnage { Gross 8083 Net 4741 Vessel built at Malmo By whom Hockums M. V. Ahlberg When 1937-5

Nominal Horse Power 1162 Engines made at Malmo By whom Hockums M. V. Ahlberg When 1937-5

No. of Main Boilers 2 Owners A. Asplund Owners' Address Port Moss Voyage Copenhagen

No. of Donkey Boilers 2 Managers G. Romberg & Jens Fr. Saltnes If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. 7706 Port PHL Particulars of Examination and Repairs (if any)

(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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons? The boilers were not due for survey

And what parts of the Boilers could not be thus thoroughly examined? Steam was up on the boilers.

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

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

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

The main engine: The No 1 top- and bottom cylinder liners, covers with valves and gear. Piston and piston rod, guide and crosshead with brasses and bolts examined and found good.

The port starting air receiver examined internally and externally and found good.

The two feed pumps examined and found good.

Adjusted the safety valves of the port donkey boiler under steam to 171 lbs (The chief engineer stated that this boiler had been examined at Rotterdam)

An interim certificate issued as per copy enclosed.

## 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.H.C. 9, 11, or XLMC 140 lb., F.D., &c.)

Recommend the vessel's machinery to remain as classed without fresh record

Survey Fee (per Section 29) £ 40.00 Fees applied for 24/8 1939

Special Damage or Repair Fee (if any) £ 7.00 Received by me, 19

Travelling expenses (if chargeable) £ 7.00

Committee's Minute not Assigned As now

24 SEP 1939

Signature of Surveyor

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register of Shipping

Foundation

4670092



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

11  
The part held  
of advanced

This vessel is eligible to  
remain as **CLASSIFIED**.

Part 2.0.1. noted

MA

2/9/39



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Robert of Surrey for Robert of Surrey, of Surrey  
to Robert of Surrey for Robert of Surrey, of Surrey