

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

(Received at London Office)

JUN -3 1937

Date of writing Report 30 May 1937

When handed in at Local Office

19

Port of Helsingfors

No. in Reg. Book. Survey held at No. Date, First Survey 23/2 Last Survey 20/5 1937

87298 on the Machinery of the Wood, Iron or Steel Steamer "ANGRA" ex "MAUDIE" (No. of visits 21)

Tonnage Gross 4667 Net 2757 Vessel built at Port Glasgow By whom Lithgows. Ltd When 1920 - 9

Nominal Horse Power 488 Engines made at Greenock By whom Rankin & Blackmore When 1920

No. of Main Boilers 3 Boilers when made (Main) 1920 (Donkey)

No. of Donkey Boilers 1 Owners Rederi A/B Atlanta Owners' Address Helsingfors

Steam Pressure in Main Boilers 180 lbs Managers B. Krogius (if not already recorded in Appendix to Register Book.)

in Donkey Boilers 34 lbs If Surveyed Afloat or in Dry Dock Afloat Port Helsingfors Voyage

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) MS

(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?

" " 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) Good

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has 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 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/or power fitted? Yes.

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

Cylinders, pistons, slide valves with casings, all covers and rods, crank, thrust and tunnel shafting, engine framing, condenser, all pumps, pipes and bidge connections examined. The electric light installation examined. The Owners have informed me that the sea cocks and valves have been examined 6.36 in connection with the screw shaft survey.

Repairs now effected:-

The pumping arrangements altered to correspond with the approved plan of the 4/3-1919.

Two oil-pumps and all oil pipes from the holds removed.

Two donkey boilers removed.

The deep-tank connected to the ballast pumping arrangement. P.F.O.

General Observations, Opinion, and Recommendation:- The machinery of this

(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, S.S. 9.11, B.S.M.S. 9.11, L.M.C. 9.11, or CS 8.34,

vessel is worthy in my opinion to remain as now classed in the Register Book with fresh record of MS. 5.37

Survey Fee (per Section 29) £ 13: 0: 0

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ :

Fees applied for

29/5 1937

Received by me,

29/5 1937

Committee's Minute FRI 9 JUL 1937

Assigned + LMC MS 5.37

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

003474-003478-0163

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

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

The H. P. piston rings renewed.

The L. P. connecting rod bottom end bearing fitted with new white metal.

All ballast and bilge suction pipes overhauled and partly renewed.

The condenser overhauled and 20 tubes renewed.

The aftermost section of the intermediate shaft has been skimmed in place and aligned.

The boilers fitted with an other water-gauge according to the Finnish Regulations.

4 combustion chamber stays of the middle boiler renewed and the boilers partly reinsulated.

The electric engines and the electric installation overhauled and repaired where necessary.

One valve of the circulating pump renewed.

The piston rings of the donkey-pump on the steam side renewed.

All boiler-feed pipes annealed and tested as per rules.

The piston rings and the crosshead bearings of the fan engine renewed.

The steam pipes have not been tested on account of strike at the yards here and I propose that these may be tested and annealed at the next boiler survey.

Not held.
Donkey Boilers taken ashore
Modifications made in
pumping arrangements

It is submitted that
this vessel is eligible for
THE RECORD. HALLS 5-37.

Class without special

condition

Admitted the surveyor

is asked to state oil

whether the whale oil

boilers have been

removed from

the vessel.

18/6/37



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