

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

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Report of Surveying Report 20.9. 54 When handed in at Local Office 19. 54 Port of Bremen  
 Date. First Survey 17.8. Last Survey 20.9. 19 54  
 (No. of Visits 11)

on the Machinery of the ~~Steel~~ S.S. "LACKLAN"

Gross 8642 Vessel built at Port Glasgow By whom Lithgows Ltd. 1929 Month. 1  
 Net 5186 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1929 1  
 Rule 600 Boilers, when made (Main) 1929/1 no. (Donkey) -  
 Main Boilers 3 Owners Deutsche Vacuum Oel AG Owners' Address -  
 9276 Managers - (if not already recorded in Appendix to Register Book.)  
 Donkey Boilers - Port Hamburg Voyage -  
 Pressure - If Surveyed Afloat or in Dry Dock Both  
 Main Boilers 230 lbs (State name of Dock.) (Norddeutscher Lloyd)  
 Donkey Boilers -

Report No. Port  
 Particulars of Examination and Repairs (if any) Docking, MS, BS, Repairs.

At surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In 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. **no damage**

Damage report made by anyone else? If so, by whom?

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

Donkey " " " **none**

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler **p., c. & s. 25.8.54**

Present condition of funnel(s) **efficient**

Surveyor examine the Safety Valves of the Main Boilers? **yes** To what pressure were they afterwards adjusted under steam? **230 lbs/sq. in.**

Surveyor examine the Safety Valves of the Donkey Boilers? **none** To what pressure were they afterwards adjusted under steam? **-**

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

Surveyor examine the drain plugs of the Main Boilers? **no drain plugs** and of the Donkey Boilers? **-**

Surveyor examine all the mountings of the Main Boilers? **yes** and of the Donkey Boilers? **-**

Screw shaft now been drawn and examined? **no** Has it a continuous liner? **yes** Is an approved oil retaining appliance fitted at the after end? **-**

Shaft now been changed? **no** If so, state reasons: **-** Has the shaft now fitted been previously used? **-** Has it a continuous liner? **-**

Approved oil retaining appliance fitted at the after end? **1.9 mm** State date of examination of Screw Shaft **-** State the wear down in the bush **yes**

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **yes**

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

**ONE FOR DOCKING:** Vessel placed in dry-dock, examined propeller, cocks, valves and outside fittings of sea-connections and found or now placed in satisfactory condition.

**MACHINERY:** The following machinery parts opened up, examined and found or now placed in satisfactory condition: -

Main engine cylinders, covers, pistons, valves and valve casings, rods, guides, shoes, top and end bearings, pins and journals, crank, thrust and intermediate shafts and their bearings, cranks and pads, attached and independent pumps, steam dynamo engines (2) Diesel generator, main and auxiliary condensers (tested), feed- and fuel oil heaters (tested), steering gear and windlass, cocks, valves and strainers of pumping arrangements, evaporator.

**BOILERS:** Port and starboard boilers examined internally and externally with mountings, doors and their fastenings and found or now placed in satisfactory condition. Safety valves of all three boilers adjusted under steam in as noted. Oil fuel burning installations worked under working condition and found in order. Fire fighting arrangements verified, control checked and tested.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

Machinery of this vessel where now seen is in efficient condition and eligible in our opinion to remain as now classed with fresh record of **\*LMC 9.54.**

per Section 23) Mach. Survey DM 555.00  
 BS 225.00  
 Repair Fee (if any) 75.00  
 Installation (per Section 23.) 150.00  
 Expenses (if chargeable)

Fees applied for,

19.

Received by me,

19.

For self and W.O. Dahlmann

W. Allan

Engineer Surveyor to Lloyd's Register of Shipping.

FRIDAY 29 OCT 1954

+ LMC 9.54

SPS 5.50

003534-003540-0169 1/2

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S.S. "LACKLAN"ELECTRICAL INSTALLATION (37 K.W.): -

Generators, motors, switchboards, cables and fittings examined and on completion, insulation resistance measured and all found or now placed in satisfactory condition.

PUMP ROOMS: Cargo discharge and suction pipe lines in cargo tanks and on deck and also heating coils in cargo- and fuel bunkers examined and hydraulically tested on completion.

TRIALS: On completion of repairs, main and essential auxiliary machinery examined under working conditions at deck trials and all found in satisfactory condition.

REPAIRS: A number of sea-injection and discharge valves removed (access for hull repairs) and on completion satisfactorily replaced. Minor repairs effected.

A new bronze propeller (Owners' arrangement) fitted to the existing shaft, diam. 5750 mm, pitch 5200 mm, weight 10789 kgs Lloyd HAM 5522 RHL 29.5.54. It was stated by the Owners' Representative that also a new cast steel propeller will be supplied.

MACHINERY: Main bearings Nos. 4, 5 and 6 top and bottom halves, H.P. bottom end bearing, and thrust bearing forward and aft lower halves retolled (wear). All piston rods and valve spindle glands throughout overhauled. All bearings adjusted, crank-deflections taken and shrinkage marks verified, holding-down bolts hardened up. Crankshaft and thrust shaft bedded and aligned satisfactorily. Main condenser, 8 tubes renewed; main circulating pump both piston rods skimmed, neck bushes renewed.

Both steam dynamos, fan engine and steering gear engine throughout overhauled. Repairs to stop valves and pipe lines on the steam arrangement and pumping and piping arrangement effected.

Both generators cleaned, commutators skimmed and brush gear overhauled, insulation tested and generators re-varnished. Some minor repairs and renewals effected to the electric cables and fittings. Generator governors tested and found satisfactory.

BOILERS: Stbd. boiler main stop valve, centre boiler aux. stop valve and port boiler scum down valve removed for complete re-conditioning.

Minor repairs to mountings effected.

Port boiler <sup>port furnace back seam</sup> ~~port furnace back seam~~ 8 rivets renewed, stbd. boiler port furnace back seam 5 rivets renewed, brickwork partly renewed.

NOTE: Heating coils in cargo tanks No. 2, 4, 6 and 9 port and starboard and No. 7 stbd. found badly corroded (steel). All mentioned tanks have now been fitted with cast iron coils and on completion of repairs satisfactorily tested and found sound and tight. Relief valve (adjusted to 100 lbs. per sq. in.) fitted on low pressure side of steam line to cargo oil heating coils.

STEAM PIPES: The steam pipes were not tested at this survey and the Owners' Superintendent states that arrangements will be made for this to be done in 1956. The steam pipes were generally examined at this time and under steam pressure and working conditions and found satisfactory. *symp. W.D. W.D.*



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