

9.

No. 19055

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

(Received at London Office)

Date of writing Report 25<sup>th</sup> July 1953 When handed in at Local Office 1953 Port of Amsterdam

in Book. Survey held at Amsterdam Date First Survey 1<sup>st</sup> July Last Survey 24<sup>th</sup> July 1953 (No. of Visits 14)

on the Machinery of the Wood, Iron or Steel In Sc. N.V. "SKOTAAS"

Gross 8190 Vessel built at Dundee By whom Caledon S B & E Co Ltd Year 1931 Month 4

Net 4894 Engines made at Got By whom Gotaverken AB When 1931

Per Rule 633 Boilers, when made (Main) (Donkey) 1931

Main Boilers X Owners Skibs AIS Nansen Owners' Address (if not already recorded in Appendix to Register Book.)

" " X Managers Jørn Bugge Port Harvik Voyage

Donkey Boilers 2 # Surveyed Afloat & in Dry Dock N. D. S. M. (State name of Dock.)

Pressure—

Main Boilers X

Donkey Boilers 150 lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) DBS and part MS.

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides ailed 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 ices for this purpose, and why they were declined

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?

HULL MACHINERY

+100A1 9.52 Ams. 5.51

SS Ams. 7.51

+LME CS 7.51

DBS 9.52

carrying petroleum in bulk

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

Donkey " " " yes

What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler 17 Port 9/7 Starb.

Present condition of funnel(s) good

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 150 lb

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

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

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

now been changed? 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? State date of examination of Screw Shaft State the wear down in the

Starb. 2,5 mm Port. 1,8 mm Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

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

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

placed in dry dock; propellers and outside fastenings examined and found in order.

BOARD MAIN ENGINE:

Cylinders opened out and examined with cylinder covers, valves & valve gear, and pistons and piston pins & bushes and found or placed in good condition. Nos 1-2-4 cylinder liners (worn) renewed. No 4 cyl. cover, showing a crack in way of exhaust valve, repaired by Metalock, tested and found in order. Gudgeon pin of No 1 piston renewed.

Insight clock played; found readings satisfactory. All crank pins with bottom end pins, and Nos 1-2-3-4-6-7-9 journals with main bearings examined and found in order.

Cylinder of Main air compressor opened out, examined with piston and gudgeon pin & bush found or placed in order; gudgeon pin renewed. Crank pin of same examined and found with bottom end bearing in order.

Please see Continuation sheet.

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 being in a good condition I am of opinion that same is eligible main as classed with fresh record of DBS. 7.53

Item "aux. condenser" to be expunged from S.R. list.

Fee (per Section 23) £300.- Fees applied for, 20.8 1953

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

Expenses (if chargeable) £1.19

Tuesday 22 Sep 1953

Asinow, without special can DBS 7.53

Lloyd's Register Foundation



machinery of the M/V "SKOTAS"PORT MAIN ENGINE:

All cylinders opened out and examined with cyl. covers, valves & valve gear, and pistons with gudgeon pins & bushes and found or placed in good condition. Nos 6 & 7 cylinder liners (being worn) renewed. No 6 cylinder cover (showing a crack in way of exhaust valve) repaired by Metalock, hydr. tested & found in order. Gudgeon pins of Nos 6 & 7 pistons renewed. Crankshaft clocked; found readings satisfactory. All crankpins with bottom end bearings, and Nos 1-4-5-7-8-9 journals with main bearings examined and found in order. Cylinder of Main air compressor opened out, examined with piston and gudgeon pin & bush and found or placed in order; gudgeon pin renewed. Crankpin of same examined and found with bottom end bearing in order. Air coolers opened out and examined (HP. air cooler coils annealed) hydr. tested, and found in good condition.

Port & Starboard intermediate shafts examined with their plummer blocks and found or made in order; aft plummer block of each re-metalled.

The following auxiliaries opened out, examined and found or made in order: Steam driven Auxiliary air compressor (only compressor part examined incl. air coolers hydr. tested) - Both main circulating pumps (centrif. - impeller shafts renewed) - Aft Feed pump (Simplex - steam cylinder bored out & piston renewed, crack in water end welded by special Cast Iron Welding Work & hydr. tested) - F.O. Transfer pump (Duplex - both steam cylinders bored out & pistons renewed and all piston rods renewed) - both F.O. burning pumps (Simplex horizontal) - Stearing engine (crankshaft renewed, vertical worm / pinion shaft skimmed & bushes renewed).

NOTE: Aux. condenser circulating pump (steam driven centrif.) replaced by a Duplex pump (Mumford. 8" x 10" x 10") of larger capacity, this being a re-conditioned pump, supplied by the Owners. Same opened out, examined and found in good condition.

Outboard water box (being wasted) of auxiliary condenser replaced by a new one. Both donkey boilers throughout examined and found in efficient condition. Mountings & safety valves opened out, examined and found or made in order. Boilers tried under steam and found with the F.O. burning plant and steam smothering arrangement in good working order; their safety valves were adjusted.

During trials of the machinery Starboard main thrust block ran hot; it was found that the inside cooling water coil was nearly broken at the inlet nipple, so that the oil was contaminated with water. Thrust block opened out and found Ahead face of thrust shaft collar badly scored & pads molten out. Thrust shaft placed on lathe, worn face machined, examined and found again in order. Spare pads fitted and existing pads re-metalled (now spare). Found thrust block bearings in order. Cooling water coil repaired.

Machinery again tried under working condition with satisfactory results.

*[Signature]*

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