

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

No. 18445

(Received at London Office)

26 SEP 1952

of writing Report 19th Sept. 1952 When handed in at Local Office. 19. Port of Amsterdam
Survey held at Amsterdam Date. First Survey 3rd Sept. Last Survey 12th Sept. 1952
(No. of Visits 7)
on the Machinery of the Wood Iron or Steel T.W. S.C.M.V. "SKOTAAS"

Gross 8190 Vessel built at Dundee By whom Caledonian S. B. & L. Ltd.
Net 4894 Engines made at G.P.C. By whom Götaverken H.B.
Main Boilers 633MM Boilers, when made (Main) (Donkey) 1931
Owners Skibs. A/S Huset Owners' Address
Managers Over Bugge Port Løwik Voyage
Surveyed Afloat & in Dry Dock N. D. S. M.
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+10041. Aus. 7.19.52 ss. Aus. 7.51 Carrying Retro- bunk in bulk.		+LMC. CS. 7.51 DBS. 7.51 TS 7.51
		OIL ENGINES CONTINUOUS SURVEY.

Report No. Port
ulars of Examination and Repairs (if any) DBS and part CS
cal Surveys, when held, must be reported in detail and seriatim 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
f 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

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

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

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

Donkey Yes

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

pecial 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?

est date of internal examination of each boiler 6/9 Starb. DB. 9/9 Port DB. Present condition of funnel(s) Good

urveyor 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?

urveyor 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?

roved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

bush Statb. 3 mm Port. 2.5 mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

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

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

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

connections opened out, examined and found or made in order.

B. MAIN ENGINE: N°1 & 2 cylinders opened out, examined with cyl. covers and valves & valve gear, and pistons with pusher pins & bushes and found or made in order. N°1 cyl. cover, showing a crack of 2" length in way of exhaust valve hole, repaired by Metalock, hydro. tested and found in order. N°2 pusher pin renewed.

MAIN ENGINE: N°1 & 7 cylinders opened out, examined with cyl. covers and valves & valve gear, and pistons with pusher pins & bushes and found or made in order. N°7 pusher pin renewed. N°1 & 7 crankpins examined and found with bottom end bearings in order.

Please see Continuation sheet.

al 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 so any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, &LMC 9,11 or LMC 140 lb., FD, &c.)

machinery being in a good condition I am of opinion that same is eligible to
as cleared with fresh record of DBS. 9, 52.
Outboard water cover of Auxiliary condensers to be renewed before the end of September 1953.

229.- Fees applied for 24-9-1952
Damage or Repair Fee (if any) £
(per Section 23.)
Expenses (if chargeable) £
P. -
TUES. 21 OCT 1952
As new subject
DBS 9.52
Engineer Surveyor to Lloyd's Register of Shipping.
FRI 16 JAN 1953
Deferred before
writing leaving
sh.

machinery of the M.V. "SKOTAS"

Port Main thrust block opened out, examined with thrust-plate, bearings and pads, and found or made in order. All pads of A-head-face re-metalled.

Port Main lubricating oil pump, being worn, replaced by an entire new one of similar type & design (supplied by same Maker)

Steam Steering engine with belonging receiver-telemotor opened out, examined and found or made in order. Thrust bearing of crankshaft renewed, vertical wormwheel/pinion shaft-journals skinned & new bushes fitted, both rams of telemotor renewed. Steering gear after repairs tried under working condition with satisfactory results.

Auxiliary condenser opened out, 125 tubes & 100 ferrules renewed, hydro. tested, examined and found in order, with exception of outboard water cover, the baffle of which being found badly corroded. As a temporary repair a provisional baffle of steel plate was fitted. A new water cover has now been ordered and it has been arranged with the Owner's Superintendent that same will be fitted before the end of September 1953.

Main lubricating oil cooler transported to workshop, re-tubed, hydro. tested, examined and found in order.

Both donkey boilers examined throughout and found in satisfactory condition. All inner feed pipes, being wasted, renewed.

Mountings & safety valves opened out, examined and found or made in order; all test cocks removed (each boiler having 2 gauge glasses).

Boilers afterwards tried under steam and found with the F.O. burning plant in good working order; their safety valves were adjusted.

Opinion

22810-190400-550400

FRI. 6 MAR 1953

Admiral approved (see memo 4/3/53)

FRI. 13 MAR 1953

Defence

Admiral approved (see memo 4/3/53)

Call for

FRI. 10 APR 1953

Admiral decision

Write to

FRI. 23 JAN 1953

Defence further info

Admiral

FRI. 30 JAN 1953

Defence

Write to

TUE. 31 MAR 1953

Class

as usual

reports

for

limits



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