

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

(Received at London Office)

30 JUL 1951

Date of writing Report 10th July 19 51 When handed in at Local Office Amsterdam Port of Amsterdam
 No in Reg. Book. Survey held at Amsterdam Date. First Survey 17th April Last Survey 2nd July 19 51
 (No. of Visits 30)

76739 on the Machinery of the Wood, Iron or Steel For. m. "SKOTAAS"

Tonnage { Gross 8190 Vessel built at Dundee By whom Caledon S.B. & E. Co. Ltd. When 1931 4
 Net 4894 Engines made at Gothenburg By whom Gotaverken AB When 1931
 Nominal Horse Power { 633 Boilers, when made (Main) (Donkey) 1931
 Owners Skibs AB Stansel Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 2 Managers Tor Bugge Port Larvik Voyage
 No. of Donkey Boilers 2 # Surveyed Afloat 2 in Dry Dock N. D. S. M.
 Steam Pressure (State name of Dock.)
 in Main Boilers
 in Donkey Boilers 150 lb

Last Report No. Port Grounding Damage Repairs
 Particulars of Examination and Repairs (if any) DBS - Completion CS cycle.

(Periodical Surveys, when held, must be reported in detail and serialim 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 H. 18-4-51 - Eng. 29-5-51

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 Yes - not required

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor

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

" " Donkey " " " Yes

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 1/6 both donkey boilers. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 150 lb

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

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

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

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

Have both screw shafts now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? no

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

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 2-5-51 State the wear down in the stern bush LV renewed

Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done GROUNDING DAMAGE: It has been reported that on the voyage from Catipito to Curacao, on the 6-1-51 the vessel grounded in the San Juan River at 02⁵⁵ and came adrift again at her own force at 03⁵⁸. It was reported that during the efforts to get the vessel adrift the main engines and steering engine were heavily overloaded, while the propellers threw up much sand and mud, which came into the stern bushes and into the main circulating system, choking the circulating spaces of the ME cyl. covers. With regard thereto the Owner claims on account of Grounding Damage: New cyl. covers Starb. 7 & Port 1-3-5, new camshaft drive chain for Port ME, new bronze worn on crankshaft of steering engine (please see Rpt. of Ship Surveyor), and survey of Tailshafts & new lignum vitae.

Vessel placed in dry dock. Both tailshafts drawn, examined and found in satisfactory condition. Lower half of lignum vitae renewed. Found stern tubes, stern bushes & stern glands in good condition. Found bronze propellers in good condition; their blade edges, being somewhat burred, dressed up by grinding. Sea connections opened out, examined and found in order.

General Observations, Opinion, and Recommendation:— Please see Continuation sheet.

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34 The machinery being in a good condition I am of opinion that same is eligible to remain as classed with fresh records of + LMC CS 7,51 and DBS 7,51 with notation of both Tailshafts seen 5,51

Survey Fee (per Section 29) f. 790.- Fees applied for 26-7-19-51

Special Damage Repair Fee (if any) f. 80.- Received by me,

(per Section 29.) f. 20,50 19

Travelling expenses (if chargeable)

Committee's Minute

Assigned

TUES. 18 SEP 1951

+ LMC CS 7,51, without spl. chr. Both s 5,51 DBS 7,51

CERTIFICATE WRITTEN 004055-004061-019613

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

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

Owner's Address

machinery of the M/V "SKOTAAS"MAIN ENGINES

Both crankshefts clocked before dismantling; found readings satisfactory.

All cylinders, pistons and connecting rods dismantled, transported to workshop, entirely opened out, all parts examined and found or brought in good condition.

Parts removed: Starb. N° 2 & 7 cyl. covers, Port N° 5 cyl. liner, Port N° 1-3-5-7 cyl. covers, Starb. N° 2-4-5 pistons with gudgeon pins, Port N° 3-4-5 pistons with gudgeon pins.

Starboard crankshaft (including compressor crankpin & bearing) and Port crankshaft (except compressor crankpin & bearing) thoroughly examined and found with bottom end bearings & main bearings in good condition; upper half of Port N° 9 main bearing re-metalled.

Port & Starboard camshaft drive chains (being led out on deck) carefully examined and found with chain wheels in good condition. Port chain (having been repaired in 3,51 at Curacao) replaced by a new one, such at the Owner's desire; the existing chain is kept on board as spare.

Cylinder of Port main air compressor opened out, examined and found with cyl. cover, valves and piston with gudgeon pin & bush in good condition.

Starboard main air compressor entirely dismantled, all parts transported to workshops and examined, all cylinder sections & air coolers hydro. tested and found in good condition; as recommended by the Queensby Surveyor in 4,51, a new MP air cooler separator body (being smashed) has been made & tested under our supervision, and was fitted.

Port ME driven bilge pump opened out, examined and found in order.

Port & Starboard main thrust blocks opened out, examined and found with thrustshafts and bearings & pads in good condition.

Port & Starboard intermediate shafts examined and found with bearings in good condition.

Auxiliaries:

Existing auxiliary motor (being now the "outboard" one) with belonging piston scavenge pump entirely opened out, all parts examined and found in satisfactory condition.

Steam dynamo engine entirely opened out, all parts examined and found or made in order; crankshaft journals & pins skimmed and bearings re-metalled.

NOTE: An additional new Diesel Generator set (Certificates & Test sheets of which are being returned herewith) consisting of:

A Diesel Engine - McLaren - N° 21439 - Type M2/MK.11 - 2 cyl. - 45CSA - 44 BHP. 1000 r.p.m.
and A Dynamo - Campbell & Fisherwood - N° 45704 - 110V - 264A - 29 kW
has been installed aside of the existing Diesel generator set, being located as Inboard Diesel generator set.

As instructed by your letter Eng. 29-5-51 to the Leeds Surveyors, the new set was opened up, examined and found in good condition.

A belonging auxiliary starting air receiver (capac. 3 1/4 cub. ft) has likewise been fitted (Copy Certif. N° C.15114 - Leeds, 9-1-51 of which is forwarded herewith).

The new set was after fitting tried under working condition with satisfactory results.

(continued)

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(N.V. -
re-amp)

machinery of the M/V "SKOTAAS"Sundries

The following pumps and auxiliaries have been entirely opened out, examined and found or made in order:

Port main circulating pump (centrif.) - Starb. main lubricating oil pump (tooth gear) - Ballast pump (Duplex) - Bilge pump (Duplex - steam cylinders bored out & pistons renewed) - Sanitary pump (Duplex - steam & water cylinders bored out & all pistons renewed) - Condenser circulating pump (centrif) with steam engine (steam cylinder bored out & piston renewed, crankshaft skimmed & bearings re-metalled) - All 3 feed pumps (Simplex - water end of Forward pump renewed) - Bilge pump (Duplex) in Centre pump room - General service pump (Duplex) in Forward pump room - Both F.O. burning pumps (Simplex horizontal) - F.O. transfer pump (Duplex) - steam driven Auxiliary air compressor throughout (incl. air coolers hydr. tested) - Fan engine (crankshaft skimmed & bearings re-metalled).

Both F.O. Heaters and Main lubricating oil cooler transported to workshop, opened out & cleaned, hydr. tested, examined and found in good condition.

Auxiliary condenser opened, cleaned, 24 tubes renewed, hydr. tested, examined and found in good condition.

Both main starting air receivers examined internally and externally and found with their mountings in a satisfactory state of upkeep.

All 4 ME injection air receivers transported to workshop, thoroughly cleaned inside, examined internally and externally and found with their mountings in good condition.

F.O. daily service & storage tanks examined and found in order.

Valves, cocks & pipes of Bilge, Ballast & F.O. pumping arrangement examined and found or made in order.

Machinery spare gear verified and found complete.

Electrical Equipment as dynamos, electric motors, main switch board & sub-boards, cables, fittings & switches examined and found or brought in efficient condition.

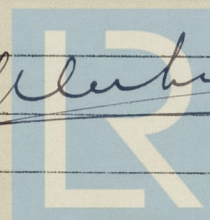
Sundry minor upkeep repairs were carried out. An amended scheme of Main switch board, indicating fitting of additional generator & automatic circuit breaker to same, is forwarded herewith. The new circuit breaker is fitted at the front side of the board. Installation afterwards tried under working condition and megger tested with satisfactory results. All 3 automatic circuit breakers adjusted as indicated on the plan.

Both donkey boilers examined internally and externally and found in efficient condition; their mountings & safety valves opened out, examined and found or made in order. Copper steam piping annealed, hydr. tested, examined and found in good condition. Boilers afterwards tried under steam and found with the F.O. burning plant in good working order; their safety valves were adjusted.

On completion of the survey the machinery has been tried under working condition with satisfactory results.

Officer in Charge

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