

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

(Received at London Office **2 = OCT 1952** **2 = OCT 1952**)

Date of writing Report 27/9 1952 When handed in at Local Office 19 Port of Reykjavik

Survey held at Reykjavik Date. First Survey 6/12 '51 Last Survey 6/7 1952
(No. of Visits ca. 60)

on the Machinery of the ~~Wood Iron~~ Steel S.T. "Gyllir"

Gross 369 Vessel built at Wesermunde By whom Schiffb. Ges. Unterweser Year. 1926 Month. 2
 Net 140 Engines made at Wesermunde By whom G. Seebeck A.G. When 2
 Main Boilers 1 Boilers, when made (Main) 1926 (Donkey) -
 Owners H/F Isfell Owners' Address Flateyri
 (if not already recorded in Appendix to Register Book.)
 Managers Ragnar Jakobsson Port Flateyri Voyage -
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Slippfélagið í Reykjavík

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)
* 100 A 1		* L M C 6.51
Stm. Trawler		O G 11.50
6.51		
ss Rjk.-6.51		

Report No. Port
 Particulars of Examination and Repairs (if any)
 Special 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 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed 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.

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

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

Surveyor personally go inside Donkey " " " " " " " "

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? -

Last date of internal examination of each boiler 3 - 6 - 52 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 200

Surveyor examine the Safety Valves of the Donkey Boilers? - 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? - 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? - Is an approved oil retaining appliance fitted at the after end? -

Shaft 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 shaft -

Is electric light ~~and 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? -

Tests, 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.

Oil fuel system, made by the Messrs Clyde Fuel Systems Ltd. Glasgow, has now been fitted by the Landsmiðjan Reykjavik and installation and arrangement of pipes etc. as per their drawer No. C - 122, which has been approved by the Society provided the arrangements be as shown and amended thereon. This has now been complied with to my satisfaction.

The boiler with its safety valves, doors and mountings examined inside and outside and the safety valves afterwards adjusted under steam, to the pressure stated above.

Man engine's stopvalve disconnected, for repairs. The valve seat and valve renewed. Valve spindle and nut, and all studs renewed. Afterwards reassembled and refitted.

Condenser doors removed, condenser tubes cleaned, condenser tested, and doors repaired. Afterwards refitted.

Feedwater heater removed for repairs afterwards tested and refitted.

Air pump piston, relined with white mital and turned to fit air pump cylinder.

Valve chest on stokehold, for bilge suctions renewed.

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, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or 140 lb., FD, &c.)

This vessel's Machinery, so far as now seen is in good and efficient condition, eligible in my opinion to remain as classed and to have the record of BS 6.52 and the notation of fitted for oil fuel 7.52 F.P. above F, made in the Register Book.

(per Section 23) Kr. 2.300.00 Fees Applied for 19
 Repairs or Repair Fee (if any) 1.830.00
 (per Section 23.) Kr. 4.130.00 Received by me, 19
 Expenses (if chargeable) £

Surveyor's Minute TUES. 4 NOV 1952

BS 6.52
Fitted for oil fuel 7.52 F.P. above 150°F.

Viggo R. Jensen
 Engineer Surveyor to Lloyd's Register of Shipping.



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...

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Boiler instulation on port board side of boiler completely renewed.
Steam pipes, to steering engine, disconnected, annealed refitted and insulated.
Other trivial repairs were carried out in engineroom.

The steam engine driving the forward generator in S.B. side of engine room, removed and overhauled. Piston renewed, cylinder bored, slide valve renewed and all bearings adjusted. Afterwards reassembled and tested.

New diesel generating set in stalled in stokehold, starboard side.
LISTER engine, Type J P M , 2 cylinders 18-21 HP.

Electrical Repairs.-

Main switch board in engine room completely renewed, with fuses switches etc.
New cable from main switch board to new diesel generating set on stokehold. Length of cable abt. 20m. 2 x 10 qmm.
Lamps fitted in all berths in accommodation for crew. Length abt. 40 m. 2 x 1,5 qmm.
Cables from switch board in bridge to holds renewed, abt. 60 m. 3 x 1,5 qmm.
Cable from engine room to ratio station renewed, abt. 45 m. 3 x 4 qmm.
Abt. 25 m. of cables, 3 x 1,5 qmm were renewed in engine room and stokehold.
Cable from switch board to sternlight renewed , length abt. 23m. 3 x 1,5 qmm.
Som lamps repaired etc.

V.R. Lister