

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 30 JUN 1941)

Date of writing Report 30<sup>th</sup> Apr. 1941 When handed in at Local Office 30<sup>th</sup> Apr. 1941 Port of GALVESTON.

No. in Reg. Book 83569 Survey held at GALVESTON TWIN Is. "MT. SKANDINAVIA" Date, First Survey 15/4/41 Last Survey 17/4/1941 (No. of Visits 4)

Tonnage Gross 10044 Net 5786 Vessel built at Hamburg By whom Deutsche Werft A.G. Bet Engines made at Augsburg By whom Maschinenfabrik Augsburg-Munich A.G. When 1940. (Donkey) -

Nominal Horse Power - Boilers, when made (Main) - Owners The Texas Co (Norway) A/S. Owners' Address - Managers - A.C. Mathiesen Port Oslo. Voyage

No. of Main Boilers - No. of Donkey Boilers - Steam Pressure in Main Boilers - Surveyed Afloat & in Dry Dock Todd Galv Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port - Particulars of Examination and Repairs (if any) Dock, Part C.S. 100 A1 Class contemplated

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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

Was a damage report made by anyone else? If so, by whom? Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

And what parts of the Boilers could not be thus thoroughly examined? Also 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. Present condition of funnel(s) Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Now Done: Docking and Part C.S.

Examined propellers, all sea connections opened up & underwater fastenings. Port & Starb main engine respectively: - Nos 5 and 8 (from Ford) crank shaft journal & bearing.

Auxiliary pumps - Stand by lubricating oil pumps (vert. duplex, starb side fore end. of engine room) oil end only examined. All the foregoing found in order after minor repairs.

See Sect. letter "S", dated 5<sup>th</sup> June 1940, addressed to Principal Surveyor New York with a view to vessel receiving the Society's Class.

In addition to the foregoing parts opened up for examination (See Contingent General Observations, Opinion, and Recommendation: - This vessel's machinery, so far as now seen, is in a good & safe working condition & eligible in our opinion to be now have record of + LMC (with special notation and dates) in the Register Book.

Note part C.S. Survey Fee (per Section 29) Part C.S. £15.00 Fees applied for 21/4/1941

Special Damage or Repair Fee (if any) (per Section 29.) £ Travelling expenses (if chargeable) £ 1.00 Received by me, 19

Committee's Minute Assigned As Now NEW YORK MAY 14 1941 TUE. 29 JUL 1941

Ernie Rennie & M. Dickson Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005436-005442-0103 1/2

## "N/T. SCANDINAVIA"

The main engines, main & auxiliary pumps etc, generally examined at rest (not opened up) afterwards tried & tested under working conditions. The pumping arrangement, steam piping, electrical equipment & auxiliary generators, auxiliary air compressors and main engine thrust & intermediate shafting all generally examined.

The water tube "La mont" and S.B type clerkey boilers generally examined under steam & safety valves observed lifting at working pressure.

Oil burning installation tested under working conditions, fuel tank valves & deck control gear found in good working order, oil discharge pipes found in good condition, accessible, visible well lighted & joints tight.

The whole of the machinery and boilers has been efficiently installed in the vessel, and so far as seen found to be in accordance with the Rules and in a good & safe condition.

Machinery arrangements verified and compared with the draft first entry reports which have been completed and are returned herewith

Wm Rennie

Cert B1 (P.S.) issued, 2 copies herewith

WR.