

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

(Received at London Office)

Date of writing Report 30<sup>th</sup> Nov 1940 When handed in at Local Office 30<sup>th</sup> Nov 1940 Port of GALVESTON, TEXAS.

No. in Survey held at Galveston, Texas. Date, First Survey 20/10/ Last Survey 21/10/ 1940.  
(No. of Visits ONE)

on the Machinery of the WOODRIDGE Steel M/V "SKANDINAVIA" Year. Month.

GROSS 10044 Vessel built at Hamburg. By whom Deutsche Werft A.G When 1940  
Net 5786 Engines made at Do - By whom Do - Belt Finckh When

Boilers, when made (Main)  (Donkey)

Owners The Texas Company (Norway A/S) Owners' Address Oslo. Voyage Oslo.

Managers Do - If Surveyed Afloat or in Dry Dock Drydock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

State name of Dock. Todd Galveston Dry Docks, Inc. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER for Special Survey Date of last Survey and of Periodical Survey. Machinery and Boiler Surveys (including date of N.B., if any).  
"100 A1 carrying petroleum in bulk, Class Contemplated."

Particulars of Examination and Repairs (if any) Part C.S.

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.

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

as 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?

Donkey " " " " no.

this was not done, state for what reasons? DBS not due.

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?

the 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?

screw shaft now been drawn and examined? no 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?  no

shaft now been changed?  If so, state reasons

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?  P-1/16" S-3/32"

the 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.

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The draft first entry reports have not yet been checked, verified & completed. (See Sect. letter dated 5<sup>th</sup> June 1940, and Galv. letter accompanying this report).

now done: - Propellers & all underwater fastenings examined found in order. - Several missing strainer plate studs renewed.

for Part C.S. - Examined main engine Port No. 7, Starb No. 8 cylinder, piston, valves, gears, connecting rod (top & bottom ends not opened up) & all found in good order.

Survey carried out by Acting Surveyor J. Gleave.

Cert B1(C.S) issued, Copies herewith (2)

General Observations, Opinion, and Recommendation: - This vessels machinery, as far as now seen, is in good order & eligible in my opinion to remain as classed without fresh record.

Note part Continuous Survey.

Survey Fee (per Section 29) Part C.S. £ 15.00 Fees applied for 24/10/1940 WR.

Special Damage or Repair Fee (if any) £

on Part Report Received by me, 8/11/1940

Traveling expenses (if chargeable) £

Committee's Minute

signed WR

NEW YORK JAN 2 - 1941

John Gleave (Acting Surv.) WR.  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

005436-005442-0107

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

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

Note part-survey for  
classification.

L.J.  
19/2/41.



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Lloyd's Register  
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