

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

Date of writing Report March 11 1940 When handed in at Local Office March 12 1940 Port of New York

No. in Reg. Book. 40998 Survey held at Brooklyn Date, First Survey and Last Survey Feb 14 1940 on the Machinery of the Wood, Iron or Steel T.S. M.V. SKANDINAVIA (No. of Visits one)

Tonnage Gross 10044 Net 5786 Vessel built at Hamburg By whom Deutsch Werft A.G. Buttingen When 1940 Engines made at By whom Boilers, when made (Main) (Donkey) Owners The Texas Co. (Norway) A/S Owners' Address (if not already recorded in Appendix to Register Book.) Managers H.C. Mathison Port Oslo Voyage If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) Robin's S.S. & Rep. Co.

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Periodical surveys, when held, must be reported in detail and serially 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?

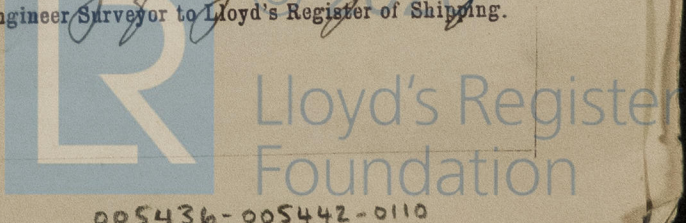
Present condition of funnel good To what pressure were they afterwards adjusted under steam? To what pressure were they afterwards adjusted under steam? and of the Donkey Boilers? and of the Donkey Boilers? and of the Donkey Boilers? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and 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? as 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 complete.

Now done Vessel placed on dry dock examined the propellers fastenings of the stern bushes and of the sea connections and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is (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, R.S. 9,11, B.S.M.S. 9,11, & L.M.C. 9,11, or R.L.M.C. 140 lb., F.D., &c.) eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 19 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19 Travelling expenses (if chargeable) £ : : J.A. Young for G. Gully & self. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR 13 1940 assigned As now





Noted  
Yours  
8.4.40



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Foundation