

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

(Received at London Office)

APR - 1 1940

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

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

Tonnage } Gross 10044 Vessel built at Hamburg By whom Deutsch Werft A.G. Bet Finken When 1940  
Net 5786 Engines made at \_\_\_\_\_ By whom \_\_\_\_\_ When ditto

Nominal Horse Power } \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_  
No. of Main Boilers \_\_\_\_\_ Owners The Texas Co. (Norway) A/S. Owners' Address \_\_\_\_\_  
(if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers \_\_\_\_\_ Managers H.C. Mathison Port Osto Voyage \_\_\_\_\_  
Team Pressure in Main Boilers \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock yes (State name of Dock.) Robin's S.S. & Rep. Co.

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) Sea fastenings

Periodical surveys, when held, must be reported in detail and serialism 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? \_\_\_\_\_  
" " Donkey " " " " \_\_\_\_\_  
If this was not done, state for what reasons? \_\_\_\_\_  
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 good  
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? \_\_\_\_\_  
Was 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? \_\_\_\_\_  
Was shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_  
Was 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 P 1/2" S 1/2"  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? yes  
So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no  
Was 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 complete.

Now done

Vessel placed on dry dock examined the propellers fastenings of the stem 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, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or 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 \_\_\_\_\_  
Special Damage or Repair Fee (if any) (per Section 29.) £ : : \_\_\_\_\_  
Travelling expenses (if chargeable) £ : : \_\_\_\_\_  
Received by me, \_\_\_\_\_

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

J. A. Young for G. Gully & self  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005436-005442-0110

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

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

Noted  
Yours  
8.4.40



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Lloyd's Register  
Foundation

Rpt. 4

Date of "

No. in  
Reg. Book

8354

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