

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

(Received at London Office)

10 FEB 1927

Date of writing Report 7th February 1927 When handed in at Local Office Port of Copenhagen

No. in Reg. Book 90354 Survey held at Copenhagen Date, First Survey January Last Survey 5th February 1927 (No. of Visits 3)

On the Machinery of the Wood, Iron or Steel IC ODINN

Tonnage { Gross 466 Vessel built at Copenhagen By whom H. Høbenhavn's Redsk. & Skibs. When 1926-6
Net 153 Engines made at Copenhagen By whom H. Høbenhavn's Redsk. & Skibs. When 1926

Nominal Horse Power 160 Boilers, when made (Main) 1926 (Donkey)

No. of Main Boilers 2 D.B. Owners Government of Iceland Owners' Address (if not already recorded in Appendix to Register Book) Port Voyage Port

No. of Donkey Boilers ✓ Managers ✓ If Surveyed Afloat or in Dry Dock On portboard (State name of Dock) H. Høbenhavn's Redsk. & Skibs.

Steam Pressure 200 lbs. in Main Boilers

in Donkey Boilers ✓ Last Report No. Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides 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 yes, not required

is a damage report made by anyone else? If so, by whom? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do, " Donkey " ✓ The boilers were not due for survey

is was not done, state for what reasons? ✓

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 Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

shaft now been changed? No 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? ✓

the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? 1.5 in

Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete

Damage.

On the 2nd November 1926 the propeller struck the ground at Akureyri

Now done

The propeller shaft drawn in examined and found good.

The stern tube, stern bush and lignum vite examined and found good.

A small piece which was found missing from one of the propeller blades has

been welded on by oxy-acetylene welding

Propeller examined and found good.

The fastenings of the reconnections examined and found good.

Alteration.

One scuhon has been fitted to each of the two additional D.B. tanks - port

and starboard - which have been built in way of the after end of the bunkers - where the

General 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 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.&M.S. 9,11, or X L.M.C. 9,11, 140 lb., F.D., &c.)

Recommend the vessel's machinery to remain as classed and

have notation of Tail shaft seen 2.27.

Signature: As now

Committee's Minute As now

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how often repeated.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>SA/100A1 - For Fishery Inspection Services 6-26</u>		<u>SLMC-6-26 CL</u>

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

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

Survey Fee (per Section 28) £ 8.2.27

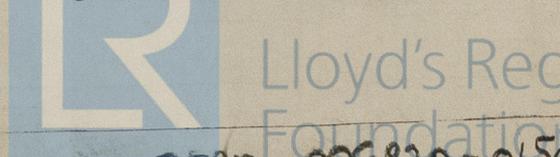
Damage or Repair Fee (if any) £ 50.00

Printing Expenses (if chargeable) £

Fees applied for 8.2.27

Received by me, 19

M. J. M. J.
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

006819-006830-0156

Steel Ic. ODINN.

ship has now been lengthened. The pipes connected to two additional valves
fitted to the bank suchon valve system on starboard side of the stokehold.

Su.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Trace of damage through
pounding keel-buttocks caused.

It is submitted that
this vessel is eligible to
remain as CLASSED.

S. 2. 27

[Signature]
11/2/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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