

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

(Received at London office 12 DEC 1941)

Date of writing Report 25/6 19 41 When handed in at Local Office ✓ 19 41 Port of Helmingfors

No. in Reg. Book 19236 Survey held at Helmingfors Date, First Survey 3/2 Last Survey 31/5 19 41  
(No. of Visits 10)

Tonnage {Gross 2983 Net 1812 Nominal 266 Vessel built at Rotterdam By whom Rotterdam Droogd. Mast When 1912 2  
Horse Power 2 Engines made at Rotterdam By whom Rotterdam Droogd. Mast When 1912  
No. of Main Boilers 2 Boilers, when made (Main) 1912 (Donkey)  
No. of Donkey Boilers ✓ Owners Marichamns Rederi A/B Owners' Address Marichamn  
Steam Pressure in Main Boilers 160 lbs Managers G. Erikson Port Marichamn Voyage  
in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock In Dry Dock  
(State name of Dock) Sandvikens Skeppsdoeka

### Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER Date of last Survey and of Periodical Surveys.	Years assigned how expired	Machinery and Boiler Surveys (including date of N.B., if any.)
<u>* 100 A1 Doz. 1.39</u>		<u>* LMC</u>
<u>55 66 2nd no. 3-1.37</u>		<u>MS 1.37</u>
		<u>BS 7.40 8.39</u>
		<u>TS 1.39 CL</u>

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

### Particulars of Examination and Repairs (if any) \* LMC

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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? None fitted

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 Port B. 3/2-41, Starb. B. 7/3-41 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 lbs

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted, and of the Donkey Boilers? ✓

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

Has 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? ✓

Has shaft now been changed? No 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 7/5-41 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1 mm

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

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

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

The both boilers cleaned and examined and the safety valves adjusted under steam. All sea cocks and valves examined. The screw shaft drawn and examined. The propeller with fastenings examined.

All cylinders, pistons, slide valves with casings, all covers and rods, crank, thrust and tunnel shafting, engine framing pumps, pipes and bidge connections examined. The electric light installation examined and megger tested. All main and auxiliary steam pipes above 3" in diam. tested as per rules.

Repairs now effected: -

General Observations, Opinion, and Recommendation: - The machinery of this vessel is worthy in my opinion to remain as now classed in the Register Book with fresh record of LMC 5.41 and "Tail shaft seen" 5.41.

Survey Fee (per Section 29)	£ 14 : 0 : 0	Fees applied for	25/6 1941
Special Damage or Repair Fee (if any) (per Section 29.)	£ : : :	Received by me,	25/6 1941
Travelling expenses (if chargeable)	£ : : :		

Committee's Minute 27.8.42 (Srb.)  
Assigned MS 5.41 BS 2.41 TS (CL) 5.41

*Ottian Tjebk*  
Engineer Surveyor to Lloyd's Register of Shipping

14.8.42  
GOTHENBURG

007076-007087-0259

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

The donkey boiler removed.

31 plain tubes of the starb. boiler renewed.

H.P. piston rod skimmed in lathe, gland and neck bushes renewed.

I.P. cylinder rebored and the piston rings renewed.

I.P. slide valve planed and adjusted.

I.P. & L.P. crosshead bearings renewed.

I.P. eccentric rings fitted with new wither-metal.

All condenser tubes removed, cleaned, and tested and 25 renewed.

The propeller shaft skimmed in lathe and the lignum-vitae of the stern bush renewed.

The slide rod of the dynamo engine renewed.

The piston rod of the reversing engine skimmed in lathe and the slide rod renewed.

L.P. piston ring renewed.



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