

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 25th September 1948 When handed in at Local Office 25th September 1948 Port of Bergen  
 No. in Survey held at Bergen Date First Survey 8/12-47 Last Survey 24/7 1948  
 eg. Book. (No. of Visits 25)

on the Machinery of the Wood, Iron or Steel Sc. Sc. "LYNGÅS"  
 Gross 532 Vessel built at Beverley By whom Cook, Welton & Gemmell Ltd. When 1944 ✓  
 Net 181 Engines made at Hull By whom C. D. Holmes & Co. Ltd. When 1944  
 Nominal 159 Boilers, when made (Main) 1944 (Donkey) ✓  
 Horse Power 159 Owners A/S SANDSKAARS REDERI Owners' Address LYNGDAL PR. FARSUND  
 No. of Main Boilers 1 (if not already recorded in Register Book.)  
 No. of Donkey Boilers ✓ Port FARSUND Voyage   
 Steam Pressure 200 lb./sq. in. Managers   
 in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both  
 in Donkey Boilers ✓ (State name of Dock.) Naval Floating Dock.

Last Report No.  Port

Particulars of Examination and Repairs (if any) L.M.C.

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. 5th July 1948

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

" " Donkey " " " " ✓

If not, 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? ✓

State latest date of internal examination of each boiler 5th July 1948 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb./sq. in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 and of the Donkey Boilers? ✓

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? Yes If so, state reasons Excessive wear Has the shaft now fitted been previously used? Yes Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 16/2-48 State the wear down in the stern bush A close fit

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. Not complete. Machinery spaces to

bring up to Rule requirements and bilge piping and oil fuel piping and burning arrangements to be

placed in accordance with Rule requirements. Owners state this will be attended to at first opportunity.

Vessel placed in floating dock. Propeller, sternbush, seaconnections and their fastenings examined

Screwshaft drawn in and examined.

Cylinders, pistons, slidevalves, crank, thrust and intermediate shafts, pumps and condenser

examined and condenser tested, also the valves, cocks, pipes and strainers of the pumping

arrangements examined.

The oil fuel burning arrangements and steam smothering installation, now fitted, examined

and tested under working conditions.

The main boiler examined internally and externally together with their mountings and

the safety valves adjusted under steam to 200 lb./sq. in. Main steam pipes tested by hydraulic

pressure.

Electrical equipment examined and tested as required by the Rules. A First Entry Rpt. 13 will

General Observations, Opinion, and Recommendation: It is recommended that this vessel's machinery and

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

boilers be reclassified with fresh record of survey L.M.C. 7,48 and screwshaft seen 2,48, (Fitted for

burning oil fuel F.P. above 150°F.), subject to oil fuel burning and bilge piping arrangement

being altered in accordance with Rule requirements before the end of September 1948 and to a spare

propeller being placed onboard and machinery spares being brought up to Rule requirements at

owners' earliest convenience.

Survey Fee (per Section 29) Nr. 500.- Fees applied for 7/8 1948

Special Damage or Repair Fee (if any) Nr. 400.- Received by me, 16/9 1948

Electrical equipment (per Section 29.) Nr. 250.-

Travelling expenses (if chargeable) Nr. 44.-

Rate attendance fee Nr. 65.-

Committee's Minute

Assigned See minute on

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

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

S. A. Vide. B.S. Witomby.  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 15 NOV 1948

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be forwarded.

Repairs due to wear and tear:- Screwshaft found badly worn at after end and has been removed.

A screwshaft taken from ex A/S & M/S. Trawler "ROWAN" has been fitted.  
Screwshaft found marked:- T 213. E 532. B.C. 3956 R.S. 13.7.39.

Sternbrake has been reinstalled and oil retaining gland overhauled.

The oil fuel burning installation, oil fuel piping, and bilge piping arrangement have been fitted in accordance with approved plans and in accordance with the Rules with the exception of the following:-

Oil fuel burning installation:-

Heaters fitted muff connections

The heaters found marked No 111, R, LLOYD'S TEST, CASING 500 LB. COIL 500 LB. 26.5.48. S.W.

The nozzles at cover and dished end fitted muff connections and these should therefore be replaced in accordance with the Rules and heaters retested.

The discharge filters, supplied by Messrs. Grønlund, Oslo have not been tested at Oslo and are not fitted with flange connections.

Oil fuel pressure piping are of galvanised iron with muff connections, except at boiler front where fitted heavy gauge copper pipes.

The pipes, heaters and their fittings have been tested after jointing to 400  $\text{LB}/\text{in}^2$  and found satisfactory at that pressure.

Oil fuel piping:-

Collecting manifolds A, B & C on plan to replace in accordance with the Rules.

Tank suction valve port oil fuel tank aft to fit direct on tank with control to deck.

This tank now cut off.

Pumping arrangements:-

Suction pipe from fresh water tank forward secured to chainlocker and collision bulkhead with bolts through clearing holes.

The owners have been informed that the above must be altered at earliest opportunity.

Part of survey carried out by Mr. S. Wang between the dates of 27th. December 1947 and 16th. February 1948.

One copy of Cert. B.1 has been sent to the Oslo Surveyors.

J.A.E. BW.



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