

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

(Received at London Office

15 MAR 1926

of writing Report 5/3 1926. When handed in at Local Office 1926. Port of Copenhagen.
 in Survey held at Copenhagen Date, First Survey 28/11 25. Last Survey 15/12 1925
 41. on the Machinery of the Wood, Iron or Steel Sc. "RUTH." (No. of Visits 3)

Gross 670 Vessel built at Limfjorden, Or. By whom Columbia Eng. Works. When 1919-4
 Net 467 Engines made at Augustenborg By whom J. V. Hansen & Co. When 1919
 Main Boilers 92. Boilers, when made (Main) (Donkey) 1923.
 Owners H. Jensen. Owners' Address (if not already recorded in Appendix to Register Book).
 Managers Port Copenhagen Voyage Laid up.
 If Surveyed Afloat or in Dry Dock afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the details of any repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. H. 1/3 26

Where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined yes, not required.

Has a damage report made by anyone else? If so, by whom? About 100000.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " No

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?

Has the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined?

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?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted new?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

Damage.

On voyage from Alor to Chertsey the vessel found the ice at Chertsey. The vessel was damaged on the 10th and 11th November 1925 and was afterwards wrecked at Skogshamn, partly full of water.

The engine room was stated to have been under water. The main engine was examined throughout and the following recommendations were made:

The propeller shaft to be drawn in and examined; the stern tube to be specially examined and tested and the bolts securing same tightened up. The scavengers to be examined.

The thrust and tunnel shafts to be stripped and examined and the alignment of the shafting adjusted.

All 5 main bearing bottom brasses to be reinstalled.

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

Recommend the vessel's machinery to remain as classed subject to efficient and permanent repairs being effected before the vessel is again put in commission.

Fee (per Section 28) £

Damage or Repair Fee (if any) £

Working Expenses (if chargeable) £

Committee's Minute

Signed

Fees applied for

Received by me,

19

TUES. 19 OCT 1926

WED. 3 AUG 1927

TUES. 19 JUL 1927

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

008700-008710-0067

Re damage.
Machinery partly examined &
repairs recommended.
Screw shaft turned due to
said trip.

It is submitted that
this vessel is eligible to
be classified as
Further examination
& repairs before the
vessel again proceed
to sea.

W. J.
10/13/06

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No 1, 2, 3 crank pin top brasses to be re-metalled.
No 3 & 4 crank pin bottom brasses to be renewed.
No 1 piston and No 2 & 4 hot bulbs to be renewed.
The engine holding down bolts to be tested and tightened up.
The lagging of the exhaust pipes to be renewed.
The whole of the auxiliary machinery and the vertical
downy boiler to be opened up for examination and placed in
good working condition.
The whistle to be renewed.

The vessel is at present lying up at this port, the Owner having
not yet decided on the repairs.

M.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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