

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

(Received at London Office 31 MAY 1947)

Date of writing Report APRIL 21st 1947 When landed in at Local Office April 21st 1947 Port of NEW YORK
 No. in Survey held at New York Date, First Survey Feb. 27th Last Survey April 14th 1947
 Reg. Book on the Machinery of the ~~WOOD, IRON OR STEEL~~ S.S. "VIKDAL" ex "JOHN MASON" (No. of Visits 18)

Tonnage { Gross 7176
 Net 4380 } Vessel built at So. Portland, Me. By whom New England S.B. Corp. When 1943
 Nominal Horse Power 628 Engines made at West Springfield, Mass. By whom Harrisburg Machinery Co. When 1943
 No. of Main Boilers Owners Tanker Corporation Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers J. Rasmussen & Co. Norway Port Panama City Voyage
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Both Beth. Steel Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers (State name of Dock.) 27th St.

Last Report No. Port

Particulars of Examination and Repairs (if any) Classification

(Periodical Surveys, when held, must be reported in detail and serialim 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? Yes

" " 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 P & S March 20th

Present condition of funnel(s) Good
superheat 230 lbs.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? Boilers 240 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? Yes

, 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 April 1st

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Now Done:- The vessel placed in drydock, propeller, stern bush and its fastenings, sea cocks and valves and their fastenings examined and found or now placed in good order.

CL:- The tailshaft drawn for examination, found in good order and refitted to place.

LMC:- Examined and found or now placed in good order.

Main engine:- cylinders, pistons, rods, crosshead pins and bearings, connecting rods, valves and chests, valve gear and eccentric rods, straps and sheaves, crankshaft journals, crank pins and bearings, Kingsburg thrust and bearings, intermediate shafting, attached air and bilge pumps.

Auxiliaries:- Two boiler feed pumps, main circulating pump, two ballast and bilge pumps, sanitary and fresh water pumps, fuel oil service and transfer pumps, auxiliary circulating and air pumps, fan engine, main and auxiliary condensers examined and tested. Evaporator examined and tested.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel PTO (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.E.M.S. 9,11, L.M.C. 9,11, or are in good condition and eligible in my opinion to be classed with this Society with record of LMC 4,47 and of tailshaft seen 4,47, subject to a spare propeller being provided at first opportunity.

Survey Fee (per Section 29) \$415.00

Special Damage or Repair Fee (if any) \$: : (per Section 29.)

Travelling expenses (if chargeable) \$: :

Fees applied for

May 13 1947

Received by me,

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Committee's Minute

Assigned L.M.C. 4,47 subject.

T.S. 4,47.

NEW YORK MAY 7 1947

Engineer Surveyor to Lloyd's Register of Shipping.

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Three steam single cylinder generator engines, together with their generators examined throughout and found in good order.

Electrical Installation:-

The electrical installation was examined under working conditions, generators, cables, fittings on the main switchboard and distribution boxes examined. Insulation resistance tests made on all circuits and minor repairs effected on all low insulation readings, all found to be now in satisfactory condition.

B.S.:-

The port and starboard W.T. boilers and superheaters examined, over all parts together with their safety valves, mountings and doors, found or now placed in good order.

Steam pipes subjected to hydraulic pressure as per Rule and found good.

The boilers and superheaters examined under steam and their safety valves adjusted as noted above.

The oil fuel system pumps, piping and controls examined under working conditions and found in good order.

Upon completion of repairs the main and auxiliary machinery tried out under working condition and found satisfactory.

W & T Repairs:- Key in tailshaft found loose, now renewed.

L.P. piston rod taper fit in crosshead found loose now machined and refitted. LP piston ring renewed

I.P. valve and bridge badly worn, removed to shop and machined, valve fitted with gibs and refitted.

All main and auxiliary machinery opened up overhauled, examined and closed up in good condition.

Numerous minor repairs effected.

Ans



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