

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

(Received at London Office

JAN 22 1941

Date of writing Report 6th Nov. 1940 When handed in at Local Office 10

Port of Riga.

No. in Survey held at Liepaja

Date, First Survey 25th Oct Last Survey 4th Nov. 1940

33836 on the Machinery of the Wood, Iron or Steel screw turbine ship "SKRUND A"

(No. of Visits 5)

83592 Gross 2414
Tonnage Net 1467

Vessel built at Wilmington, Del. By whom T. L. Pursey & Son, Co.

Year. Month. When 1918 Nov.

Nominal Horse Power 307

Engines made at Trenton, N. J. 1918

By whom De Laval Steam Turb. Co. When 1918.

No. of Main Boilers 2

Boilers, when made (Main) 1918

(Donkey)

No. of Donkey Boilers none
Steam Pressure in Main Boilers 200.

Owners Iceberg Bros.

Owners' Address (if not already recorded in Appendix to Register Book.)
Port Riga Voyage

in Donkey Boilers

Managers

If Surveyed Afloat or in Dry Dock "Tosmore" L. Dry dock

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Shaft, part N.S.

(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. Telegram 5th Nov.

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? no

If this was not done, state for what reasons? BS recently completed; reports sent 29th June and 4th October last.

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

Present condition of funnel? good.

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

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

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 25th Oct

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 1/2 in.

Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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

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

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

The vessel placed in dry dock, propellers, fastenings of sea connection, sea coams and valves examined as part of N.S.

Screw shaft drawn in and the shaft and stern bush examined. Extensive corrosion of the shaft found at fore end of after line. In some points material wasted 15 in. Deep. The shaft is to be renewed before the end of November. The order for a new shaft has been already placed. A copy of Ltr. 42 is attached.

General Observations, Opinion, and Recommendation:— The back way is to remain

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

as closed without fresh records of surveys.

Survey Fee (per Section 29) £ 100.—

Fees applied for
1940
Received by me,
✓ 19

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

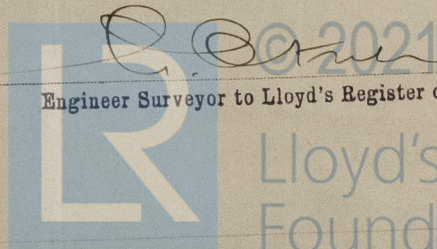
TUE. 4 FEB 1941

Committee's Minute

Assigned

BS 6. 40
as now subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation