

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

PORT OF BERGEN No. 2990-2909  
on the machinery of the steel screw steamer "FJELD". of Bergen

Date of writing report 9th. November 1942

When handed in at local office 17th. November 1942

No. 1h 1939 - 40 Reg. Book 24519.

Date, First survey 18th. February 1942, Last survey 17th. October 1942  
9 visits.

Surveyed afloat and in drydock. A/S Rosenberg Mekaniske Verksted.

Survey carried out at Stavanger.

Particulars of classification:-

✠ 100 A. 1.

8, 39

S.S. Rot. No. 3 - 6, 29

S.S. Cpn. No. 2 - 38.

✠ L.M.C. 10, 38

B.S. 7, 41

C.L. 11, 39.

Last report No. 2955 Port of Bergen.

A damage report was made out by the Underwriters' surveyor.

Latest date of internal examination of each boiler 16th. October.

Present condition of funnel,, Good.

Did the surveyor examine the safety valves of the main boiler? Yes.

To what pressure were they afterwards adjusted under steam? 180 Lb/sq. in.

Did the surveyor examine all the manholes, doors and their fastenings of the main boiler? Yes.

Did the surveyor examine the drain plugs of the main boilers? Yes.

Did the surveyor examine all the mountings of the main boilers? Yes.

Has screw shaft now been drawn and examined? Yes.

Is it fitted with a 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.

State date of examination of screw shaft 30th. June.

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

Is electric light and/or power fitted? Yes.

If, so, did the surveyor examine the generators, ~~wireless~~, 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.

Survey not complete.

PARTICULARS OF EXAMINATION AND REPAIRS. Machinery damage & boilers etc.

No arrangements made for the completion. Following remains:- Cylinders, valvechambers, pistons, slidevalves with rods, spindles & gears, guides top end brasses & crossheads, connecting rods, air, circulating, feed and bilgepumps and their valves, pistons, plungers and connections, condenser, main & auxiliary steam pipes, all auxiliary machinery and pumping arrangement.

It is alleged this vessel grounded at Gjedser on the 18th. November 1940.

Vessel placed in drydock and all seaconnections opened up and examined. Screwshaft drawn in and examined. Propeller, sternbush and outside fastenings examined.

The tips of all four blades of propeller broken off 15".

Main engines partly opened up and a careful examination made of crankshaft, main bearings, shaft journals, crankpins, bottom end brasses, thrust shaft, thrust shoes and tunnel shafting and bearings.

The shafting has now been realigned.

It is further alleged this vessel sustained damage to the electrical equipment due to fire at Vadsø on the 20th. November 1941.

Following damage repairs now carried out:-

The wireless installation rehewed.

The electric installation in way of charthouse & wireless room, various fittings and cables in master's cabin, electric cables to sidelights renewed.

Electric cable to masthead light aft partly renewed.

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The dynamo rewound and main switchboard overhauled.  
Both main boilers have been cleaned and carefully examined externally and internally.  
Safety valves, mountings, doors and fastenings examined.  
Safety valves ~~af~~ adjusted under steam to 180 Lb/sq.in. and found good and efficient.  
One staybolt in way of port boiler renewed.  
Electric generating plant, the electrical installation, fittings of main and sub distribution boards, cables etc. examined and Megger test carried out and found satisfactory.  
The installation tested under working conditions.  
1 visit by Mr. T. Olsen, Stavanger on the 30th. June.  
1 copy of Cert. B. 1 has been sent to the Oslo Surveyors for issue to the Sjøfartskontor.

It is recommended that this vessel's machinery and boilers remain as now classed in the Register Book with fresh notation L.M.C., M.S. 10, 42 when the survey has been completed and screwshaft seen 6, 42 and B.S. 10, 42.

Special damage fee	Kr.80.-
Survey fee	" 120.-
2nd. surveyor fee	" 20.-
Part expenses.....	" 200.-
Total.....	Kr.420.-

Fees applied for 29th. October 1942  
Received by me 29th. October 1942.

*S. A. Ride.*

Engineer Surveyor to Lloyd's Register of Shipping.

Signed T. Olsen.



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