

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

(Received at London Office)

Report of writing Report 14th October 1952 When handed in at Local Office 16th October 1952 Port of Gothenburg
 Date. First Survey 20th May Last Survey 20th September 1952
 (No. of Visits 15)

on the Machinery of the ~~WOODEN~~ Steel Motor Tanker "BJÖRGHEIM"

Gross 9867 Vessel built at Gothenburg By whom Eriksbergs Mek. Verkstads A-B. Com When 1945 - 8
 Net 5853 Engines made at Gothenburg By whom Eriksbergs Mek. Verkstads A-B. Com When 1945 - 8
 al 1034 Boilers, when made (Main) --- (Donkey) Commissioned 1945 - 8
 wer } Owners A/S Hakedal Owners' Address ---
 in Boilers 0 Managers Hjalmar Björge Port Oslo Voyage ---
 nkey Boilers 2 If Surveyed Afloat or in Dry Dock Both
 essure--- (State name of Dock.) Eriksbergs Mek. Verkstads A-B.
 n Boilers ---
 key Boilers 142

Report No. Port
 Particulars of Examination and Repairs (if any) Docking, Damage, Part LMC(CS), Part DBS

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on Damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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. Offered to Owners, but not required

age report made by anyone else? If so, by whom? Yes, Underwriters' surveyor

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? ---

" Donkey " " " Yes

for what reasons. --- What parts of the Boilers could not be thus thoroughly examined? ---

al means, in the absence of internal examination, were adopted by the
 to assure himself of the thorough efficiency of those parts of each Boiler?

date of internal examination of each boiler Port: 11/9 1952 - Starboard: 25/8 1952

Surveyor examine the Safety Valves of the Main Boilers? ---

To what pressure were they afterwards adjusted under steam? ---

Surveyor examine the Safety Valves of the Donkey Boilers? Yes

To what pressure were they afterwards adjusted under steam? ---

Not adjusted

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

, and of the Donkey Boilers? Yes

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

, and of the Donkey Boilers? None-fitted

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

, and of the Donkey Boilers? Yes

new shaft now been drawn and examined? No

Has it a continuous liner? ---

Is an approved oil retaining appliance fitted at the after end? ---

now been changed? --- If so, state reasons. ---

Has the shaft now fitted been previously used? ---

Has it a continuous liner? ---

ved oil retaining appliance fitted at the after end? ---

State date of examination of Screw Shaft. ---

State the wear down in the

sh. --- Is electric light and power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

ulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

ts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

is not complete, state what arrangements have been made for its completion and what remains to be done. C.S.-case, and for Completion DBS the

valves remain to be adjusted under steam, and the oil burning and steam smothering installations to be examined working conditions.

The propeller and the outside fastenings of the sea connections examined.

All 7 main engine pistons and piston rods examined.

The main engine scavenging air blowers examined.

No.4 main bearing of the main engine examined.

No.5 crosshead and bearings, and connecting rod examined.

Port auxiliary engine examined throughout with compressor and cooler.

The intermediate shafts and bearings examined.

Port and Starboard donkey boilers examined internally and externally with safety valves and mountings.

(Continued)

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 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, LMC 9,11 or CS 3,34

The machinery of this vessel, as far as now seen, is in good condition and eligible, in my opinion, to remain listed with fresh records of LMC(CS) with date and of DBS 8,52 on completion of the surveys.

(per Section 23) Kr. 350:00

Fee (if any) Kr. 60:00

expenses (if chargeable) Kr. 10:00

es Minute TUES. 11 NOV 1952

No adm.

Fees applied for 16/10 1952

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
 014763 - 014770 - 0230 1/2

Port of Gothenburg. **Continuation of Report No.** 19353 **dated** the 16th October, 1952, **on the**

machinery of the motor tanker "Björgheim", of Oslo, No.53559 in the Register Book.

Repairs effected:

On account of the damage and of the Owners' decision to fit a new crank shaft the whole engine was dismantled, the bedplate and entablatures erected in shop, main bearings re-metalled and the shaft bedded into the bedplate, and afterwards again erected on board, which work is now in hand.

Port auxiliary main and crank bearings re-metalled and the crankshaft journals and pins ground (worn).

New piston gudgeon bushes fitted to the compressor and Nos. 2, 3 and 4 cylinder pistons of the port auxiliary engine.

The La Mont Waste Gas Economiser taken ashore and the coils will be renewed (wasted).

Note:

Please see the Secretary's letter of the 3rd October, 1952, regarding the classification of this vessel, which has been transferred to the Norske Veritas.

Grammar Review