

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

(Received at London Office)

13 AUG 1926

Date of writing Report 12/8 19 26 When handed in at Local Office 16/8 19 26 Port of Oslo

No. in Reg. Book. Survey held at Sandefjord & Osle Date, First Survey 9/2 Last Survey 9/8 19 26 (No. of Visits 10)

77971 on the Machinery of the Wood, Iron or Steel S/S " N.T. NIELSEN-ALONSO"

Tonnage Gross 9506 Net 5669 Vessel built at Glasgow By whom O. Connell & Co. When 1900

Nominal Horse Power 532 Engines made at Glasgow By whom Dunsmuir & Jackson When 1900

No. of Main Boilers 2 Boilers, when made (Main) (Donkey)

No. of Donkey Boilers 1 Owners Hvalfangerselskabet Polaris A/S Port Larvik Voyage Ross Sea

Team Pressure in Main Boilers 180 Managers Melsom & Melsom

In Donkey Boilers 140 If Surveyed Afloat or in Dry Dock Both.

(State name of Dock.) Akers mek. Verksted

Last Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.

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

Is 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?

Do. " Donkey " " " " "

Was this 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?

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

To what pressure were they afterwards adjusted under steam? 180 lbs, see report.

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 Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has 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 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 betweenignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

This vessel placed in drydock and the propeller, screw shaft, stern tube, and sea cocks examined in position.

All boilers opened up, cleaned and carefully examined internally and externally, Manholes, doors, safety valves and all other mountings examined.

All boilers examined under steam pressure and the safety valves set to 180 lbs. pr. sq inch

Repairs now effected:-

The engine and auxiliary engines partly opened up and overhauled, Port shafting lined in. spare screw shaft has been placed on board, The shaft is marked : LLOYDS 1706 H.K.27.4.26,

FORWARD BOILER:- All plan tubes and a number of staybolts renewed, Combustion chamber backplates made good by electric welding in way of a few staybolts. The boiler overhauled and repaired throughout, and tested by hydraulic pressure to 260 lbs, and found good. The insulation renewed.

We beg to propose that the original pressure 180 lbs. may be re-entered in the Register Book.

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, B.&M.S. 9, 11, or F.M.C. 9, 11, 14 & 15, F.D., &c.)

Recommend this vessel's machinery to remain as now classed in the Register Book with

notation of BS 8_26,

Survey Fee (per Section 28) Kr. 135.-

Special Damage or Repair Fee (if any) " 25.-

and Surveyor's fee

Travel Expenses (if chargeable)

Fees applied for

16/8 19 26

Received by me

24/8 19 26

Committee's Minute

FRI. 3 SEP 1926

Signed

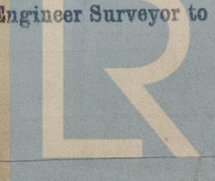
CERTIFICATE WRITTEN

dele d.b.p. note blr records

P. R. R.

P. R. R.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to this office.

*D.L. due 12.25 now held.
Forward Single-Ended boiler has
now been refitted & repaired.*

original WD restored.

*It is submitted that
this vessel is eligible for
THE RECORD. ESB. 26.*

Note new records of

*2D&1SB. 15cf 65315. HS 10784.
18015. NH. 608.*

Savings DB press 14015.

*WD.
3/5/26.*

STARBOARD AND PORT BOILERS:-

A number of staybolts renewed, Rivet cracks in way of combustion chambers and slight defects in way of shell plating at places made good by electric welding,

The seat and valve for main valve and 1 feed valve chest renewed.

The other valves overhauled and ground in,

The insulation renewed,

The adjusting of the safety valves has been held by Mr. Holden of Sandefjord.

Special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation