

# Lloyd's Register of Shipping.



Port Reykjavik.

*Released*

*Amtd.*  
3 March 1942.

This is to Certify that

M. H. Jessen,

the undersigned Surveyor to this Society did at the request of "Ministry of War Transport's" Representative at Reykjavik, examine the S/S. "British Workman" of London, after damages done to the said vessels machinery and boilers, by acid, which had been filled in the feed water tanks, and a repair had been made on the machinery and boilers at Murmansk.

The following damages were found:

The feed water tanks were opened, examined inside but no damages were found, because the tanks were well covered inside by bitumastic cement.

In the hotwell was pitted a hole beside the flange to the suction-pipe from same, this hole was repaired by weld.

The main feed-centrifugal-pump had been badly damaged on impellers, bushes, shaft and other parts made of gunmetal, all the parts had been shifted at Murmansk by spareparts.

The check-valves on main boilers, and other valves, pipes spindles & etc. on the feed water-line had also been repaired at Murmansk.

The chief-engineer showed me a lot of the parts which had been shifted at Murmansk, and the gunmetal and brass parts in same, were found porous and of a colour like clean copper, because all zinc was pitted out of the alloy, and all parts were now very fragile.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S/S. "British Workman" damage cont.2.

All the boilers had been emptied and examined at Murmansk, and it was found, that all the zincslaps in same were worn. On the arrival to Reykjavik were all the mainboilers leaking, and the port of them worst. The boilers were emptied, examined and the following damaged found and repaired:

Forward main boiler.

All the boiler scale was totelly worn off of all plates, stays and tubes, but on other pitting found, except the inside feed pipe, which was badly pitted.

Port centre combustion chamber.

14 staytubes leaking, tubes were expanded and fastened to plate by weld. 47 plain tubes badly leaking, were expanded.

Stb. centre combustion chamber.

4 staytubes leaking, tubes were expanded and fastened to plate by weld. 14 plain tubes badly leaking, were expanded. 6 leaking rivits in front junction of firnrce were caulked.

Stb. main boiler.

All the boiler scale was totally worn off of all plates, stays and tubes, but no other pitting found, except the inside feed pipe which was badly pitted.

Port centre combustion chamber.

14 staytubes leaking, were expanded and fastened to plate by weld. 34 plain tubes badly leaking, were expanded. 4 tubes badly leaking, were blanked off by stoppers.

Stb. centra combustion chamber.

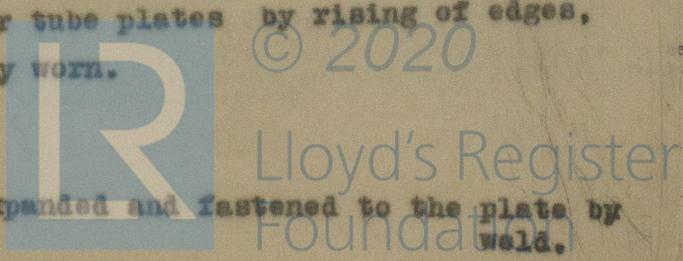
22 staytubes leaking, were expanded and fastened to plate by weld. 38 plain tubes badly leaking, were expanded. 4 tubes badly leaking, were blanked off by stoppers.

Port main boiler.

All the boiler scale was totally worn off of the plates, stays and tubes, corrosion was found on inner tube plates by rising of edges, and also the feed pipe was totally worn.

Port centre furnace.

16 staytubes were leaking, were expanded and fastened to the plate by weld.



S/S. "British Workman" damage cont.3.

45 plain tubes were badly leaking, were expanded.

9 rivets in front junction of furnace were leaking and were caulked.

Stb. centre combustion chamber.

20 stay tubes leaking, were expanded and fastened to plate by weld.

64 plain tubes badly leaking, were expanded.

6 rivets in front junction of furnace were leaking, and were caulked.

After these repairs, steam were rised on boilers, and it was found, that the joint on one tube, which had been blanked off at Murmansk, in the port boiler was blown out and the stopper badly leaking. Also the joint on one or two superheating elements were blown out, and badly leaking.

The port main boiler was blown out again in order to rejoin the stopper, and also the superheating elements were rejoined. After steam had been rised again, the boiler and superheater were found in order.

This vessel is, according to the repairs on boilers carried out at Reykjavik, in my opinion, in good condition to proceed for her voyages until 1 Juni 1942.

*M. J. Jensen*

By a miscript the Rept is dated 2 march instead of 2 April. The first survey was made 16 March and the last 2 April at Reykjavik Road.

*M. J. Jensen*

Observations, Opinion as to Class, etc.



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