

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

(Received at London Office NOV 19 1938 NOV 20 1938)

Date of writing Report 14th Nov 1938 When handed in at Local Office 14th Nov 1938 Port of Copenhagen
 No. in Reg. Book 83481 Survey held at Copenhagen Date, First Survey 3rd Nov 1938 Last Survey 9th Nov 1938 (No. of Visits 2)
 on the Machinery of the Wood, Iron or Steel Twin Se. 4 cyl. "SIAM" Year. Month. 1938 4
 Tonnage { Gross 6637 Vessel built at Copenhagen By whom Aht. Bernier-Wain When 1913
 Net 4223 Engines made at Cepu By whom Aht. Bernier-Wain When 1913
 Nominal Horse Power 842 Boilers, when made (Main) (Donkey) 1938 (NDB)
 No. of Main Boilers - Owners Le Del Polaristik Kompagni Owners' Address San Francisco
 No. of Donkey Boilers 1 Managers - Port Copenhagen Voyage -
 Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock On pier from 1st April
 in Donkey Boilers 85 1/2 (State name of Dock.) Nabsten Skibsservice - The Pierhead Cepu

Last Report No. - Port -
 Particulars of Examination and Repairs (if any) C.S. Docking
 (Periodical Surveys, when held, must be reported in detail and seriatim 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.)
 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? -
 " " Donkey " " " Don't OB file now
 If this was not done, state for what reasons? -
 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. -
 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? yes To what pressure were they afterwards adjusted under steam? 6 1/2 lb per sq. in. (85 1/2)
 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? no 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 - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -
 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 - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. 5 1/4 in S. 3 1/4 in
 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? no
 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 -

CHARACTER. (For Special Survey Date of last Survey and of Periodical Surveys.)	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>85 100 F1</u>		<u>85 LMC-CS-1236</u>
<u>Shells etc with pre bond 6.38</u>		<u>5.37</u> <u>238 7.37</u>
<u>SS Cepu 3-236</u>		<u>Tail shaft seen</u> <u>SN-1285</u> <u>P-7.37</u>

Survey on Postions.
 The fastenings of the sea connections examined & found good.
 The propeller shaft stem tube, stem bushes, lignum vitae etc. found good so far as could be seen the shafts not being drawn in. The propeller found good.
Advancement of C.S.
 The following parts have now been opened up examined & found in good working order:-
 Port Main Engine: - No. 3 & 8 connecting rods & top ends (The main heads skimmed over & all brass renewed)

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, & L.M.C. 9, 11, or S.L.M.C. 140 lb., F.D., &c.)
 Recommendation of the vessel's machinery to remain as now classed and to have notation in the Register Book of 85 LMC-CS with new dates when the survey has been completed and of 85 NDB-11.38 - 85 1/2, subject to the 2 cyl. parts of the main & the aux engines being renewed at first conv. opportunity.

Survey Fee (per Section 29) £n 126:00 Fees applied for 17. 11. 1938
 Special Damage or Repair Fee (if any) £n -
 Travelling expenses (if chargeable) £n 61:30 Received by me, 19
 Committee's Minute As now subject
 Assigned NDB 11.38

P. Laughlin Jensen
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Insert Character of Ship and Machinery Carefully as in the Register Book

Is a Certificate required? If so, to be sent to _____

NOV 20 1938

Rpt. 9a.

Port of Cape Horn Continuation of Report No. 10730. dated 14th November 1938 on the

Starb. Main Se. Helms. "SIAM"

No. 1 & 2 crank shaft journals

The thrust shaft (all four shoes reinstalled on the starboard side)

Starboard Engine: - No. 8 cylinder, piston, cover valves & gears

No. 6 connecting rod & top end (The cross head skinned & over & the braces reinstalled)

No. 2 & 5 crank shaft journals

The thrust shaft (all four shoes reinstalled on the starboard side.)

Limitation Dist. Survey.

Examined No. 2 cylinder jackets of starboard main & starboard aux engines under working conditions & found efficient, but it is recommended that they shall be removed at the first convenient opportunity as recommended previously.

Filling of New Donkey Boiler.

A new donkey boiler has now been fitted as per special Report herewith. All the steam, feed & blow off pipes which have been altered to fit the new boiler annealed & hydraulically tested to 100 lb pressure.

The safety valve adjusted under steam to 40 lb/ins² i.e. 85 lb/ins². The old DB has been removed.

J. P. J.



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