

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

(Received at London Office 9 APR 1942)

Date of writing Report: 6th April 1942 When handed in at Local Office: 6th April 1942 Port of Plymouth

No. in Reg. Book. 8684.6 Survey held at Plymouth Date, First Survey 18-2-42 Last Survey 28-2-1942 (No. of Visits THREE.)

on the Machinery of the ~~Wood, Iron or Steel~~ m/v "Kollskegg"

Tonnage { Gross 9858. Net 5845. Vessel built at Gothenburg By whom Erikssbergs M.P. Aktieb. When 1940 1.

Nominal Horse Power 861 Engines made at Gothenburg By whom Erikssbergs M.P. Aktieb. When 1940 1.

No. of Main Boilers Owners Odd-Bergs Tankrederi A/S. (Donkey) 1940.

No. of Donkey Boilers 2 Managers Odd-Berg. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers # Surveyed ~~Afloat or~~ in Dry Dock Port Oslo. Voyage O.H.M.S.

in Donkey Boilers 14275. (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) DAMAGE

(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 YES. NOT REQUIRED.

Was a damage report made by anyone else? If so, by whom? YES. M. GULLETT.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " ✓

If this was not done, state for what reasons? D.B.S. NOT DUE.

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. Present condition of funnel (1) GOOD

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? ✓ 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 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? YES. Is it fitted with continuous liner? YES Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? NO If so, state reasons ✓

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 21-2-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft CLOSE

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? ✓

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 Complete:-

Now done for Damage alleged to have been caused to the Propeller of this vessel during a voyage in the Atlantic in January 1942 (Cause unknown) following which considerable vibration was experienced at certain speeds:-

Vessel placed in Dry Dock and the Propeller examined and found the tips of two blades broken off and blades bent. It was recommended that the Propeller be removed to the Maker's for further examination and repairs if possible.

The Spare Cast Iron Propeller has at this time been satisfactorily fitted in place.

The Screw Shaft was drawn for examination, and found as far as could be seen sound & free from defect.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now seen

(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 L.M.C. 140 lb., F.D., &c.)

is in a good and efficient condition, and eligible in my opinion to remain as classed with fresh notation T.S. (C.L.) 2, 42, subject to the Propeller being repaired at the first convenient opportunity.

Survey Fee (per Section 29) £ :

Special Damage Repair Fee (if any) (per Section 29.) £ 3-3-0

Travelling expenses (if chargeable) £ : 8-0

Fees applied for

6-4-1942

Received by me,

19

Committee's Minute

Assigned

As now Subject

FRI. 24 APR 1942

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1189-0050



Damage to propeller - Cause unknown

T.S. examined found good. The propeller blades  
damaged now sent to maker for repair

Spars fitted

It is suggested that  
this vessel is eligible to  
remain as CLASSED.

Damage to propeller being assessed  
at first opportunity

S. 2.42

Yours

23.4.42



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