

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

(Received at London Office)

17 MAY 1943

Date of writing Report 10th April 1943 When handed in at Local Office Apr. 12, 1943 Port of New York
 No. in Survey held at Hoboken, N.J. Date, First Survey 8th Feb Last Survey 14th March 1943
 Reg. Book 83041 on the Machinery of the Wood-Iron or Steel S.P. "SVEND FOYN" (No. of Visits 4)
 Tonnage { Gross 14795 Vessel built at Haverton Hill-on-Tees By whom Furness, S.B. & Co Ltd When 1931, 8
 Net 7951 Engines made at Hartlepool By whom Richardson Westgarth & Co Ltd When 1931
 Nominal Horse Power 997 Boilers, when made (Main) 1931 (Donkey) ✓
 No. of Main Boilers 2 S.P. Owners St Helier Ship-owners Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers Port London Voyage 2
 Steam Pressure in Main Boilers 265 lb. If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers ✓ (State name of Dock.) Lodd's Hoboken

Last Report No. Port

Particulars of Examination and Repairs (if any) Rep & Repairs

(Periodical Surveys, when held, must be reported in detail and serially 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 " " " ✓

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 ✓

Present condition of funnel(s) ✓

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? 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? Yes

Has shaft now been changed? ✓ 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? Yes

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 7/32, S 3/16

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

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

The vessel placed in dry-dock the propellers with their fastenings and the fastenings of the stern tubes and sea valves examined and found in order.

Now Done: Forward Port Generator a new crank shaft fitted and the generator tried out under full working conditions and found in order.
 all sea valves throughout vessel overhauled and examined, minor repairs effected.

S.P. List Pressure boilers not to be used.
 Boilers not in use.

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 CS 3,34, 140 lb., F.D., &c.)

Recommend that the machinery of this vessel be continued as classed without fresh record of survey.

Survey Fee (per Section 29) £30.00

Special Damage or Repair Fee (if any) £

(per Section 29.)

Travelling expenses (if chargeable) £2.00

Fees applied for

3-4-1943

Received by me,

19

B. E. Whitham

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned as now subject P.R.B.

NEW YORK APR 14 1943

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Lloyd's Register Foundation

W126-0011

Notes

Thus

24.5.43

Subject to the press.

BOILER BOILERS

not being used 5/4/43



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