

No. 64269

Rpt. 9.

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

(Received at London Office.

22 AUG 1941

Date of writing Report

19

When handed in at Local Office

23. 8. 1941

Port of

Glasgow.

No. in Reg. Book.

Survey held at

Springmouth.

Date, First Survey

11-8-41

Last Survey

14-8-1941.

(No. of Visits 2)

83566 on the Machinery of the Wood, Iron or Steel

SKAGERAK.

Year. Month.

Tonnage Gross 1283.  
Net 753

Vessel built at Elling

By whom F Schickau

When 1921

Nominal Horse Power 75

Engines made at Elling

By whom F Schickau

When 1921

No. of Main Boilers 258

Boilers, when made (Main) 1921

(Donkey)

No. of Donkey Boilers

Owners Ministry of Shipping

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

Steam Pressure in Main Boilers 200.

Managers Springwell Shipping Co Ltd

If Surveyed Afloat or in Dry Dock

afloat.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years and months expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Examined L.R.		
241 SHL		BS 640
		(200 lb)
		09.5.40

Last Report No. 99226 Port

N.W.C.

Particulars of Examination and Repairs (if any) pt. BS.

(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? Ys

" " 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. P. 14-8-41 S 11-8-41.

Present condition of funnel(s) Good.

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

To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Ys

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Ys

, and of the Donkey Boilers? Ys

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

, and of the Donkey Boilers? Ys

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

, and of the Donkey Boilers? Ys

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? Ys

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 it a continuous liner? Ys

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? Ys

Has it a continuous liner? Ys

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

Is electric light and/or power fitted? Ys

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. To complete the survey, the safety valves of both boilers remain to be adjusted under steam. It is understood that this will be done at first opportunity.

Now done:- Port, Starboard boilers examined internally and externally together with mountings and safety valves and found or placed in good order. Minor repairs effected.

At this time the ballast pump was opened up examined and overhauled and other items in accordance with Repair Licence Lic 645, were carried out.

GRB

23/8/41

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as now seen is in efficient condition and eligible in our opinion to remain as classed with a fresh record B.S. 8-41, when safety valves have been adjusted.

(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 8, 11, 140 lb., F.D., &c.)

far as now seen is in efficient condition and eligible in our opinion to remain as classed with a fresh record B.S. 8-41, when safety valves have been adjusted.

Survey Fee (per Section 29) £ 3 : - : -  
Special Damage or Repair Fee (if any) £ : - : -  
Travelling expenses (if chargeable) £ : 8 : -

Fees applied for

26 AUG 1941

Received by me,

Committee's Minute GLASGOW 26 AUG 1941

Assigned super

Hickerson, M. Dale  
Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
128-0002



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