

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

(Received at London Office)

FEB 27 1939

Date of writing Report 24/2 1939 When handed in at Local Office 24/2 1939 Port of Oslo

No. in Reg. Book 83800 Survey held at Sarpsborg Date, First Survey 25/1 Last Survey 3/2 1939  
(No. of Visits 5)

83800 on the Machinery of the Wood, Iron or Steel screw steamer "SOLSKIN"

Tonnage Gross 372 Vessel built at Thorskog By whom P. Larsson When 1926 10  
Net 196 Engines made at Thorskog By whom P. Larsson When 1926

Nominal Horse Power 33 Boilers, when made (Main) 1926 (Donkey)

No. of Main Boilers 1 Owners A/S Solskin Owners' Address Oslo  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers O.C.B. Fischer Port Oslo Voyage

Steam Pressure in Main Boilers 120 If Surveyed Afloat or in Dry-Dock fl. dock.  
(State name of Dock.) Sarpsborg mek. Verksted.

in Donkey Boilers

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) L.M.C.

(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? See in. report.

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

" " 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 28/1.39. Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 120 lbs.

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? yes , 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? yes , and of the Donkey Boilers?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? aluminum 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 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 28/1.39. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft just to screw

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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.

This vessel placed in floating dock and the screw shaft drawn, sea cocks and valves opened and the screw shaft, stern tube, propeller and sea cocks and valves examined.

The L.M.C. was now completed.

The main engine opened up except cylinders and slides, the rods, top and bottom ends, bearings and brasses, crank shaft pins and journals and thrust shaft with bearings examined.

The whole of the auxiliary machinery opened up.

Examined condenser, pumps, piping and piping arrangement.

The boiler opened cleaned and carefully examined internally and externally with manholes, doors and fastenings, safety valves and all mountings.

The boiler examined under steam and the safety valves set to 120 lb. per sq. inch.

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.&H.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

This vessel's machinery is in good condition in our opinion eligible to remain as now classed in the Register Book with notation of +LMC 2,39 and screw shaft seen 1.39.

Survey Fee (per Section 28) Kr. 100.- Fees applied for 24/2 1939

Special Damage or Repair Fee (if any) (per Section 29.) 50.- Received by me, \_\_\_\_\_

Travelling expenses (if chargeable) \_\_\_\_\_

Committee's Minute \_\_\_\_\_

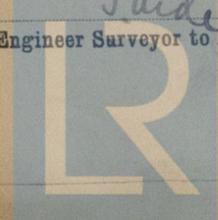
Signed \_\_\_\_\_ TUE. 14 MAR 1939

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Assigned as now required.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		OG 2,38
2,38		BS 2,38
ssOsl.No.2-34		+LMC 5,34
Cargo battens not fitted.		

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

In a Certificate required? If so, to be sent to this office.

*P. Rude*  
*P. Rude*  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation  
122-013/112

CERTIFICATE WRITTEN

S/S "SOLSKIN".

Repairs now effected:-

Feed and bilge pump plungers skimmed up, new gland and neck ring.

All valves and cocks on boiler reground.

Blow off cock renewed.

Centrifugal pump discharge pipe partly renewed.

Propeller renewed. See attached certificate no. 984.

15 staybolts in combustion chamber backplate welded over.

H.P. piston dressed up.

It is stated that this vessel sustained damage due to grounding.

Repairs now done due to damage:

Main bottom brasses renewed with white metal.

The screw shaft drawn and examined.

Sea cocks and valves opened and examined and ground in.

The thrust shaft lifted for examination of the bed plate.

