

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

of writing Report.....19..... When handed in at Local Office 4 JUL 1947.....19..... Port of HULL.

in Survey held at Goole & Hull. Date. First Survey 19. 9. 46. Last Survey 2. 6. 1947.
(No. of Visits 32)

on the Machinery of the ~~Waxby~~ Steel "REYKJANES" ex "EMPIRE CONTAY" ex "MALMO". Year. Month.

Gross 1021 Vessel built at Hamburg By whom H.C. Stuckden Sohn. When 1918
Net 570 Engines made at -do- By whom -do- When -do-

Power 122 Boilers, when made (Main) - (Donkey) -

Main Boilers 2SB Owners Oddsson & Co. Ltd. Owners' Address -
(If not already recorded in Appendix to Register Book.)

Donkey Boilers - Managers - Port Hull Voyage -
Main Boilers 185 lbs If Surveyed Afloat or in Dry Dock Both - Goole No. 1 D.D. & West Dock. Hull - Albert Dock.

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

Report No. - Port -

Particulars of Examination and Repairs (if any) Classification LMC.

Surveys, when held, must be reported in detail and serially in the terms of the Rules: State clearly 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.

Where 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.

Damage report made by anyone else? If so, by whom? -

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

Donkey -

State for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

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? -

Test date of internal examination of each boiler S. 6/2/47. P. 8/5/47. Present condition of funnel good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 185lbs/sq.in.

Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? not fitted and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 5/3/47. State the wear down in the bush 1/16" approx. Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes - see electrical report.

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

W DONE: Vessel placed in dry dock. Propeller, sea connection and their fastenings examined.

Screw shaft drawn and examined.

Cylinders, pistons, slide valves; crank, thrust & intermediate shafts; pumps, condenser, (tested), also the valves, cocks, pipes and strainers of the pumping arrangements examined.

Dock trials subsequently held and all found satisfactory.

The main boilers examined internally and externally together with their mountings and the safety valves adjusted to the above pressure. Boilers tested hydraulically to working pressure.

accumulation test carried out. Steam pipes tested as per Rule requirements.

It was noted that both boilers have the bottom shell plating slightly set up in way of the after stools. These are considered to be efficient.

Electrical* See separate report.

Repairs - Wear & Tear: Brass connection steam pipe renewed - report 7A herewith.

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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel is in good condition and eligible in our opinion to have the record of M.S.6,47 and screw shaft seen 3,47.

B.S.2,47.

Survey Fee (per Section 29) Classification C.L. 26 = = 4 JUL 1947

Material Damage or Repair Fee (if any) 10 = = 10 Received by me, 19

Working Expenses (if chargeable) 10 = = 10

Committee's Minute 15 AUG 1947

Signed See minute on machy F.E. rpt

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

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



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Wear & Tear Repairs (cont):

Minor repairs to main and auxiliary machinery effected as necessary.

Starboard boiler used as Donkey Boiler during stay in port. The recommendation therefore is B.S. 2,47 and M.S. 6,47.



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