

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

(Received at London Office)

APR 17 1940

Date of writing Report 5th April 1940 When handed in at Local Office 5th April 1940 Port of Bergen  
 No. in Reg. Book. Survey held at Bergen Date, First Survey 27th March 1940 Last Survey 29th March 1940  
 (No. of Visits 3)

30009 on the Machinery of the Wood, Iron or Steel &c. m/v. "MORVIKEN"

Tonnage Gross 5098 Vessel built at Landskrona By whom Fresundsvarvet Aktiebolag Year 1938-6  
 Net 2887 Engines made at Stockholm By whom Atlas-Diesel A.B. When 1938

Nominal Horse Power 752 Boilers, when made (Main) ✓ (Donkey) 1938  
 Main Boilers ✓ Owners Wallen & Co. A/S Owners' Address Port Bergen Voyage U.S.A.

Donkey Boilers ✓ Managers Glaakon J. Wallen (if not already recorded in Appendix to Register Book.)  
 Main Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 85 Lb (State name of Dock.) ✓

Report No. 6816 Port Yka

Particulars of Examination and Repairs (if any) L.M.C. (M)

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the cause of damage (the cause of which must be stated) should be briefly summarised at the end of the report. State also the date 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 has offered his services for this purpose, and why they were declined.

Has 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? ✓

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

Were the parts of the Boilers which could not be thus thoroughly examined? ✓

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? ✓

What was the latest date of internal examination of each boiler? ✓

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

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

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

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

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

Has the screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

State the 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 ✓

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

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? ✓

Is the survey complete, state what arrangements have been made for its completion and what remains to be done Complete

Summarised the following:-

afloat main engine:- Nos. 1 & 3 cylinders, covers, pistons, valves, valvegear, connecting rods

& bottom end brasses and crankpins and webs and main bearings Nos. 3 & 4 and shaft

journals.

forward main engine:- Nos. 3 & 4 cylinders, covers, pistons, valves, valvegear, connecting rods, top

bottom end brasses and crankpins & webs and main bearings Nos. 3 & 4 and shaft journals.

board forward main engine:- Nos. 1 & 3 cylinders, covers, pistons, valves, valvegear, connecting rods, top

bottom end brasses and crankpins & webs and main bearings Nos. 3 & 4 and shaft journals.

and afloat main engine:- Nos. 4 & 6 cylinders, covers, pistons, valves, valvegear, connecting rods, top

bottom end brasses and crankpins & webs and main bearings Nos. 5 & 6 and shaft journals

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

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

recommended that this vessel's machinery remain as now classed in the Register Book

with fresh notation L.M.C. 3, 40. subject to cylinder casing for port auxiliary engine

renewed before the end of June 1940.

See Int. Cert.

Fee (per Section 29) £155.-

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

W. Lumb (M) J. Ho

Subject

TUE. 28 APR 1940

W349-0164 (112)

Lloyd's Register

Foundation



M/S. "MORVIKEN".

Scavenge pumps, clutches, reverse gears generally examined.

No. 5 intermediate shaft bearing examined.

Air receivers examined externally. Fuel tanks generally examined.

Working parts of auxiliary engines examined as required by Rules.

2 main engine cylinder covers opened up and examined the electric welding and found good.

All above parts found in good condition but the cylinder casing for port auxiliary engine cracked in way of No. 1 cylinder and has been temporary repaired.