

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 30009 Survey held at Bergen Date, First Survey 27th March Last Survey 29th March 1940
 (No. of Visits 3)
on the Machinery of the Wood, Iron or Steel &c. m/v. "MORVIKEN"

Tonnage Gross 5008 Vessel built at Landskrona By whom Fresundsvarvet Aktiebolag When 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 Haakon J. Wallen
 Main Boilers If Surveyed Afloat or in Dry Dock Afloat
 Donkey Boilers 85 (State name of Dock.) U.S.A.

Report No. 6876 Port Yka
 Particulars of Examination and Repairs (if any) L.M.C. (M)

Special 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 amount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 declined 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 any parts of the Boilers 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 is 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 all the manholes, doors and their fastenings of the Donkey Boilers?

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

Did the Surveyor examine the drain plugs of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has the shaft now been changed?

Has the shaft now fitted been previously used?

State the date of examination 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 not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Examined the following:-
aftmost 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 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 end brasses and crankpins & webs and main bearings Nos. 3 & 4 and shaft journals.
aftmost main engine:- Nos. 4 & 6 cylinders, covers, pistons, valves, valvegear, connecting rods, top 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.&N.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
CS 2, 24
 It is recommended that this vessel's machinery remain as now classed in the Register Book with a fresh notation L.M.C. 3.40 subject to cylinder casing for port auxiliary oil engine renewed before the end of June 1940.

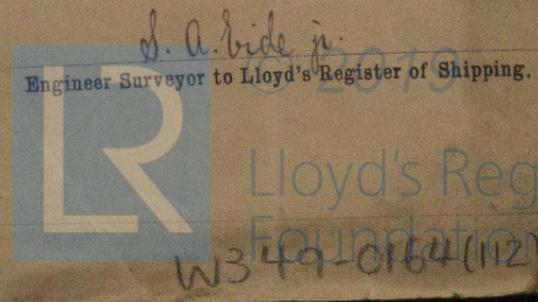
Fee (per Section 29) kr. 155.- Fees applied for 1st April 1940
 Special Damage or Repair Fee (if any) kr. 160.- Received by me, 1st April 1940
 Travelling expenses (if chargeable) kr. X

Committee's Minute TUE. 23 APR 1940
 Assigned W. A. Bide j.
 Subject L.M.C. (M)
 Lloyd's Register Foundation



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

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



M/S. "MORVIKEN".

Scavenge pumps, clutches, reverse gears generally examined.

No. 5 intermediate shaft bearing examined.

Airreceivers 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 temporarily repaired.