

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

(Received at London Office)

DEC 18 1939

Date of writing Report 14. December 1939

When handed in at Local Office 14. December 1939

Port of Bergen

No. in
Reg. Book.

Survey held at

Haugesund

Date, First Survey

29th. November

Last Survey

14. December 1939

(No. of Visits)

4

32178 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "RAGNI".Tonnage { Gross 1264.
Net 747.

Vessel built at

Campbeltown

By whom

Campbeltown S.B.Co.Ld.

Engines made at

Glasgow

By whom

Ross & Duncan

Nominal Horse Power { 142.

Boilers, when made (Main)

1919

(Donkey)

No. of Main Boilers

Owners M/s. A/s. Alf Lindø's Rederi.

Owners' Address

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

Port Haugesund

Voyage

U.K.

No. of Donkey Boilers

Managers Alf Lindø

Steam Pressure—

180 ^{LB}/_{IN}²

If Surveyed Afloat or in Dry Dock

On slipway

(State name of Dock.)

A/s. Haugesunds Nye Mek. Verktsted

in Donkey Boilers

Last Report No.

Port

Particulars of Examination and Repairs (if any) Boilers & Screwshaft

(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?

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

14. December

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?

180 ^{LB}/_{IN}²

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?

None

, 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?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

No

Has shaft now been changed? No. 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

29th. November

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

1/16"

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

Is electric light and/or power fitted?

Yes

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

Complete

It is alleged vessel sustained damage due to stress of weather in the North Sea.

Vessel placed on slipway and screwshaft drawn in and examined.

Propeller, sternbush and outside fastenings examined. Propeller found loose on shaft and has been efficiently refitted. Sternbush rewooded all round and inner gunmetal bearing for shaft renewed.

All couplingholes in shaft reamed out and new couplingbolts fitted. Further various minor damage repairs carried out.

Both boilers have been cleaned and carefully examined externally and internally. Safety valves, mountings, doors and fastenings examined. Safety valves of both boilers adjusted under steam to 180 ^{LB}/_{IN}² and found good and efficient. All boiler mountings overhauled and placed in good order.

This survey carried out by C. J. Amundsen, consulting engineer, Haugesund as I was unable to attend due to pressure of work.

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.)

It is recommended that this vessel's machinery and boilers remain as now classed in the Register Book with fresh notation B.S. 12,39 and screwshaft seen 11,39.

Survey Fee (per Section 29) Kr. 110.-

Special Damage or Repair Fee (if any) 2

2nd Surveyor C. J. Amundsen 50.-

Travelling expenses (if chargeable)

TUE 2 JAN 1940

Committee's Minute

Assigned

Fees applied for
8th. Dec. 1939
Kr. 160.-
Received by me,
19

Engineer Surveyor to Lloyd's Register of Shipping.

S. A. Vide jr.

C. J. Amundsen

Lloyd's Register
W467-0257

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

CS held
Propeller refitted (weather damage).

It is submitted that
this vessel is eligible for
THE RECORD.

11/29
11/39

1/1/40



© 2020

Lloyd's Register
Foundation