

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

(Received at London Office) DEC 18 1939

Date of writing Report 8th December 1939 When handed in at Local Office 11th December 1939 Port of Bergen

No. in Reg. Book. 32178 Survey held at Hangesund Date, First Survey 29th November Last Survey 4th December 1939 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "RAGNI".  
Tonnage { Gross 1264. Net 747. Vessel built at Campbelltown By whom Campbelltown S.B. Co. Ltd. When 1919-12.  
Engines made at Glasgow. By whom Ross & Duncan When 1919  
Nominal Horse Power 142. Boilers, when made (Main) 1919. (Donkey) ✓  
No. of Main Boilers 2 Owners M/s. Alf Lindø's Rederi. Owners' Address (if not already recorded in Appendix to Register Book.) Port Hangesund. Voyage U.K.  
No. of Donkey Boilers ✓ Managers Alf Lindø.  
Steam Pressure in Main Boilers 180 LB/IN<sup>2</sup> If Surveyed Afloat or in Dry Dock On slipway (State name of Dock.) M/s. Hangesunds Nye Meks. Verstedt  
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.)

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A.1.	4, 39.	L.M.C. 2, 36.
s.s. Shl. No. 3-7, 32.		B.S. 9, 38.
s.s. Ost. No. 1-37.		C.L. 4, 38.

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 ✓

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

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 1st 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<sup>2</sup>.

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<sup>2</sup> and found good and efficient. All boiler mountings overhauled and placed in good order.

This survey carried out by C. J. Amundsen, consulting engineer, Hangesund 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.)

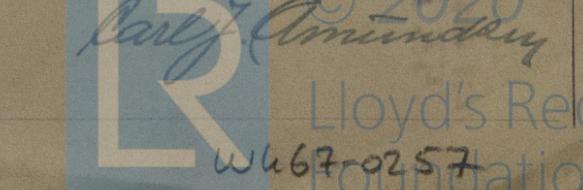
It is recommended that this vessel's machinery and boilers remain as now classed in the Register Book with fresh notation B.S. 12, 39 and screwshaft seen 11, 39.

Survey Fee (per Section 29) Kr. 110.- Fees applied for 8th Dec. 1939 Kr. 160.-  
Special Damage or Repair Fee (if any) 2.  
Travelling expenses (if chargeable) 2nd Surveyor C. J. Amundsen Kr. 50.-  
Received by me, 19

Committee's Minute TUE 2 JAN 1940

Assigned BS 12, 39

S. A. Vide jr. Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Lloyd's Register Foundation W467-0257

*CS held*  
Propeller refitted (weather damage).

It is submitted that  
this vessel is eligible for  
**THE RECORD.** *11/29*  
*11/29*

*[Signature]*  
*11/40*

