Rpt. 9.

No. 5020

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

(Received at London Office NOV 25)

Date of writing Report 22/11 1937 When handed in at Local Office 22/11 1937 Port of Oslo

No. in Reg. Book. 29116 Survey held at Oslo Date, First Survey 10/11 Last Survey 12/11 1937 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ 4Mst.screw steamer " LYNGENFJORD"

Tonnage { Gross 5627 / Net 3422

Nominal Horse Power 580

No. of Main Boilers 3

No. of Donkey Boilers

Steam Pressure— in Main Boilers 220

in Donkey Boilers

Vessel built at Pt.Glasgow. By whom W.Hammilton & Co.Ld. When 1913 3

Engines made at Glasgow By whom D Rowan & Co. When 1913

Boilers. when made (Main) 1913 (Donkey)

Owners Den norske Amerikalinje A/S Owners' Address Oslo (if not already recorded in Appendix to Register Book.)

Managers Port Oslo Voyage Madagaskar & return.

If Surveyed Afloat ~~or in Dry Dock~~ Yes. (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		Cl N11.35
5,36		LMC 6.37
ssSea. No.3-4,25		~~MS 6,33~~
ssOsl No.2-33		BS 6,36
Fitted for oil fuel above 150°F		6,13 F.P.
Longitudinal framing.		

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

" " " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Subject to the DONKEY BOILER not being used.

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 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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 State the distance between lignum vitæ 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. Is electric light and/or power fitted?

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

The auxiliary steam pipes and other pipes exceeding 3" dia. were now stripped at flanges and tested by hydraulic pressure to 440 lb.per sq.inch.

The H.P.piston rod on examination was found bent, and was now renewed,one of the spares being fitted.

A number of minor voyage repairs were effected.

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 ✠LMC CS 3,34, 140 lb., F.D., &c.)

It is recommended that this vessel's machinery remain as now classed in the Society's Register Book with notation of + LMC 6,37

Survey Fee (per Section 29) Kr. 20.- : Fees applied for 22/11 1937

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE. 7 DEC 1937

Assigned As now subject

Sørenbang. Ruda

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

Lloyd's Register Foundation
W508-0009