

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

(Received at London Office

22 APR 1933)

Date of writing Report 19 20-4 1933 When handed in at Local Office 20-4 1933 Port of Antwerp

No. in Reg. Book 66150 Survey held at Antwerp Date, First Survey 22-2-33 Last Survey 12-4-1933 (No. of Visits 9)

on the Machinery of the Wood, Iron or Steel Twin S.S. "Lapland."

Tonnage { Gross 18866 Net 11394 Vessel built at Belfast By whom Harland & Wolff When 1908

Nominal Horse Power 2343 Engines made at Belfast By whom Harland & Wolff When 1908

No. of Main Boilers 808 Boilers, when made (Main) 1908 (Donkey) -

No. of Donkey Boilers 1 Owners' Address J. Leyland & Co. Ltd. (if not already recorded in Appendix to Register Book.)

3 Steam Pressure in Main Boilers 215 lb Managers Port Liverpool Voyage Cruising

in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in Canal Dock and in Repairing Dry Dock (State name of Dock.)

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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>L.M.C. &amp; S.T.S. 100 A1</u>		<u>L.M.C.</u>
<u>11-31</u>		<u>1-29</u>
<u>1.1. Lou. N. 3-3-24</u>		<u>B.S. 12-31</u>
<u>1.1. Ant. N. 2-29</u>		<u>C.C.</u>
		<u>P. 1-31</u>
		<u>S. 12-31.</u>

Last Report No. Port

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

(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? Yes

Do. " 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 N: 1-2-8-4-5-6-7 on the 6th March 33 - N: 3 on the 17th March 1933

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 218 lb per sq"

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? - , and of the Donkey Boiler? -

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

Has screw shaft now been drawn and examined? St. Hoopring 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? -

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 9/3/33 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1 1/4" to 1/8"

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

There remains to be done: To be opened out and examined: The Port main engine, all cyl. pistons, valves and casings, crank, thrust and tunnel shafting - all Starb. side circulating, air, feed and bilge pumps and aux. pumps with valves - Port condenser to be tested

Electric light installation to be examined under working conditions

Now done: Opened out and examined: Starb. Main engine: All cylinders, pistons, valves and casings, crank, thrust and Tunnel shafting

Starb. air, circul. feed & bilge pumps and auxil. pumps with valves.

Forward feed pump with valves, Starb. condenser tested - All bilge suction and roses, exd.

Vessel placed in dry dock, both propellers, after ends of Stern bushes and sea cocks and valves with their fastenings exd - Port propeller shaft, P.T.O.

General Observations, Opinion, and Recommendation: - The machinery of this vessel (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, or L.M.C. 9,11, 140 lb., F.D., &c.)

So far as seen, is in a safe working condition, and eligible in our opinion to be continued as classed in the Society's Register Book with fresh record of L.M.C. = M.S. on completion of survey and B.S. 4-33 and fresh date of Port J.S. last seen 3-33.

Survey Fee (per Section 29) 94 L.M.C. & S.T.S. } £ 75 38 50 Fees applied for 20-4 19 33

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

Travelling expenses (if chargeable) £ -

Received by me, W. J. Kinley & J. A. Rabae Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 5 MAY 1933

Assigned Deferred B.L. 4.33

**CERTIFICATE WRITTEN**

**FRI. 25 MAY 1933**

Lloyd's Register Foundation W558-0088

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

In a Certificate required: If so, to be sent to Antwerp office

S. S. Lapland.

drawn in and examined and found in order.

B. S. Examined the eight main boilers in and out with safety valves, doors & mountings and some have now been put in good condition.

Examined the eight main boilers under steam and adjusted their safety valves to 218 lbs pressure per sq. inch and found all in order.

Boiler repairs now effected: No. 1 boiler: Renewed all the plain tubes and 12 stay tubes, and 20 comb. chamber stays.

No. 2 boiler: Renewed 2 comb. chamber stays

No. 4 boiler: Renewed 2 comb. chamber stay nuts

No. 5 boiler: Renewed 10 comb. chamber stays.

No. 6 boiler: 4 Rivets renewed in Furnace mouth  
55 plain tubes renewed

No. 7 boiler: Renewed 4 comb. chamber stays

No. 8 boiler: Renewed 5 comb. chamber stays and welded works by electric welding on 2 stay holes

J. H. B.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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