

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

(Received at London Office

22 APR 1933)

Date of writing Report 19 20-4 1933 Port of Antwerp  
 No. in Reg. Book. Survey held at Antwerp Date, First Survey 22-2-33 Last Survey 12-4-1933  
 66150 on the Machinery of the Wood, Iron or Steel Twin S.S. "Lapland."  
 Tonnage { Gross 18866 Vessel built at Belfast By whom Harland & Wolff When 1908.  
 Net 11394 Engines made at Belfast By whom Harland & Wolff When 1908  
 Nominal Horse Power 2343 Boilers, when made (Main) 1908 (Donkey) -  
 No. of Main Boilers 808 Owners J. Leyland & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers Port Liverpool Voyage Cruising  
 Steam Pressure in Main Boilers 215 lb. If Surveyed Afloat or in Dry Dock Afloat in Canal Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 1 and in Dry Dock

Last Report No. Port  
 Particulars of Examination and Repairs (if any) L.M.C. & S.T.S. 100 A1  
 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

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 11-1-2-8-4-5-6-7 on the 6th March 33 - 11-3 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. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes, 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. Hoofing 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? Yes Has it a continuous liner? Yes 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 14 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 ports, 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 rose, 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 claimed 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) 75 38 50 Fees applied for 20-4 1933  
 Special Damage or Repair Fee (if any) £ Received by me, 11-5 1933  
 Travelling expenses (if chargeable) £

Committee's Minute FRI. 5 MAY 1933 FRI. 25 MAY 1933

Assigned Deferred

BS. 4.33

W558-0088

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

Antwerp office

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



S. S. Lapland.

drawn in and examined and found in order.

B. S. Examined the eight main boilers int and ext. with Safety valves, doors & mountings and same 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: N:1 boiler: Renewed all the plain tubes and 12 stay tubes and 20 comb. chamber stays.

N:2 boiler: Renewed 2 comb. chamber stays

N:4 boiler: Renewed 2 comb. chamber stay nuts

N:5 boiler: Renewed 10 comb. chamber stays.

N:6 boiler: 4 Rivets renewed in Furnace mouth

55 plain tubes renewed

N:7 boiler: Renewed 4 comb. chamber stays

N:8 boiler: Renewed 5 comb. chamber stays and welded work by electric welding on 2 stay holes

J. H. R.