

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

(Received at London Office TUE. AUG. 3 1920)

Date of writing Report 30th July 1920 When handed in at Local Office 30th July 1920 Port of GothenburgNo. in Reg. Book. Survey held at Lysekil Date, First Survey 5th May Last Survey 23rd June 1920

59672 on the Machinery of the Wood, Iron or Steel, Vessel built at Tacoma, Wash. By whom Teaborn L.B. Co. Master T. Andersen 20-93

Tonnage { Gross 1660 Net 1308 Engines made at Oakland, Cal. By whom Thandia Pacific Eng Co. When 1917

Registered Horse Power 137 Boilers, when made (Main) (Donkey) 1917

No. of Main Boilers 1 Owners H. C. Hansen & J. Holm Port Torsgrund Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Afloat

Last Report No. 15727 Port Hpl Particulars of Examination and Repairs (if any) Annual Damage

(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. **+ 12 AL 2, 20 Salted**

Machinery and Boiler Surveys (including date of N.B., if any) **+ LMC 9.19**

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?

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?

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 Boiler?

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? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? No If so, state reasons

Is the shaft now fitted new? No Has it a continuous liner? or two liners? or is it without liners?

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

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

Damage stated to have been caused by explosion in the port motors on the 26th February 1920 in the North Sea while on a voyage from West Hartlepool to Aarhus.

The starboard motor renewed as per First Entry Report attached.

Port motor:-

The cylinders, pistons, covers, connecting rods with brasses and the crank shafting examined.

Repairs effected:-

No 3 cylinder renewed.

2 pistons

General Observations, Opinion, and Recommendation:- The machinery of this vessel is

(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, H.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

worthy in our opinion to remain as now classed in the Register Book with

the notation of **+ N.Starb^d E 6.20** and annual survey 6.20.

Survey Fee (per Section 88) £ 200.00

Special Damage or Repair Fee (if any) (per Section 88.) £ 100.00

Travelling Expenses (if chargeable) £ 116.25

Fees applied for 30th July 1920

Received by me, 19

Committee's Minute TUE. AUG. 10 1920

Assigned As now

* A.E. 6.20

FRI 15 AUG 1924

Lloyd's Register Foundation

W656-0283

11.07.1924

Crank shafting taken to the shop and skimmed in lathe.
 All main bearing brasses renewed.
 One top end pin renewed.
 Crank shafting relaid and bearing for same readjusted.
 Chest for cooling water pump renewed.
 The auxiliary engines overhauled and put in good working condition.

Engines tested under full working power.

The survey of the machinery of this vessel involved travelling on Sundays on the 30th May, 13th June & 24th June from 8 a.m. - 1¹⁵ p.m., 4²⁷ p.m. - 9²⁰ p.m. and from 4²⁵ - 9³⁰ p.m. respectively.

V. Bulow

M.B. - If this Report is copied by Copying Press, special 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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

Annual survey of oil engines due 9-20 now past
 held.
 Starboard engine renewed complete. New engine
 built to Horse Power requirements.

It is submitted that this
 vessel WILL BE eligible for

the record L.M.C. 6-20 when the
 screw shafts & sea connections
 have been examined.

N.E. sta. 6-20. To be noted.
 Deleted for construction
 under special survey.

2.7.24
 9/8/20.



© 2020

Lloyd's Register
 Foundation