

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

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

Date of writing Report 30 July 1920 When handed in at Local Office 30 July 1920 Port of Gothenburg  
 No. in Reg. Book. 14926 Survey held at Lyskil Date, First Survey 5th May Last Survey 23rd June 1920  
 59672 Stm on the Machinery of the Wood, Iron or Steel, Ark-Turn-Lad-Mot-M "H. C. Hansen" Master J. Andersen 20-93  
 42440 Sail Tonnage { Gross 1660 Net 1308 Vessel built at Tacoma, Wash. By whom Seaborn L.B. Co. When 1917 5  
 Registered Horse Power 137 Engines made at Oakland, Cal. By whom Landia Pacific Eng Co. When 1917  
 No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1917  
 No. of Donkey Boilers 1 Owners Mrs. Torsgrunds Motor & Spil. Port Torsgrund Voyage  
 Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boilers 160 lbs. (State name of Dock.)

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

CHARACTER, &c. for Special Survey, Date of Last Survey and of Periodical Surveys.	Years Assigned now or previously.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>12 A1 2, 20</u> <u>Salted</u>		<u>LMC 9, 19</u>
		<u>OIL ENGINE</u>

(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?  
 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, B.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<sup>d</sup> 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

W. Dulow 20/8/20  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. AUG. 10 1920

Assigned As now  
\* A. E. [Signature] 6.20

ERI NOV 19 1920  
 TUE. 23 JAN. 1923  
 TUE. 2 OCT. 1923

Lloyd's Register Foundation

W656-0283

Has a survey also been held on Ship? If so, in the Report sent now, or when will it be sent?

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

Is a Certificate required? If so, to be sent to the Surveyor for Office Signature.

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 30<sup>th</sup> May, 13<sup>th</sup> June & 24<sup>th</sup> June from 8 a.m. - 1<sup>15</sup> p.m., 4<sup>27</sup> p.m. - 9<sup>20</sup> p.m. and from 4<sup>25</sup> - 9<sup>30</sup> p.m. respectively.

V. Dulow

M.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.

Running survey of oil engines due 9-20 now part held

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.F. sta 6-20. To be noted. Delet + for construction under special survey.

7/4  
9/8/20.