

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

(Received at London Office

MUN. AUG. 29 1921

Date of writing Report 18th Aug. 1921 When handed in at Local Office 19 Port of HAMBURG

No. in Survey held at HAMBURG Date, First Survey 11th July Last Survey 19th Dec. 1921

1846 on the Machinery of the Wood, Iron or Steel Sc. Sh. T.H. SKOGLAND or JAVARY Master

Gross 4198 Vessel built at HAMBURG By whom BLOHM & VOSS When 1915

Net 3569 Engines made at HAMBURG By whom BLOHM & VOSS When 1915

Registered 275 Boilers, when made (Main) 1915 (Donkey)

No. of Main Boilers 2 Owners T.H. SKOGLAND Port NEWCASTLE Voyage SOUTH AMERICA

No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat

Team Pressure 100 lb. (State name of Dock.)

In Main Boilers -

In Donkey Boilers -

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Classing

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

Is a damage case 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 " " "

Was this 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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined?

Has shaft now been changed?

Is the shaft now fitted new?

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?

Examined all cylinders, pistons, slide valves & other working parts, crankshafts & main bearings, crankpin brasser, thrust shaft & block line of funnel shafting, condenser, pump, pipes & connections, auxiliaries, main boilers internally & externally, their mounting as well as under steam & found all of these parts in order after the following repairs had been carried out:

H.P. piston springs renewed, slide valve chest bored, new packing rings for slide valve fitted new.

I.P. piston springs renewed.

All main bearings & crank pin brasser adjusted; all crosshead journals skimmed up, crosshead brasser reinstalled & adjusted.

guide shoes planed up, guider adjusted. - See Continuation.

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. 11, B.&N.S. 11, or S.L.M.C. 11, 140 lb., E.D., &c.)

vessel so far as seen is in good & efficient condition & eligible in my opinion to have notification of 'L.M.C.-8, 21' in the Reg. Bk.

The machinery of this

Survey Fee (per Section 25) 30.0.0

Special Damage or Repair Fee (if any) -

Travelling Expenses (if chargeable) -

Committee's Minute

Assigned

FRI 24 FEB. 1922

L.M.C. 8.21

F. D. C. L.

Received by me, 24.2.22

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 4 AUG. 1922

FRI 25 AUG. 1922

TUE 5 SEP. 1922

Lloyd's Register

Foundation



MON. AUG. 29 1917

S.S. "T. H. SKOGLAND" ex "JAVARY"

Condenser tested. Oil separator shells renewed. Main stop valve skimmed & ground in.

Pumps: Sanitary piston rod skimmed.

Steam feed pump. water end piston rings renewed. all valves & seats dressed up. Steam end piston rings fitted new.

General Service: one water end cylinder cover renewed all valves & seats overhauled & dressed up.

Gallant pump: Steam end piston rings renewed. all valves & seats overhauled.

Circulating pump: Steam cylinder bored out, piston completely renewed, engine adjusted.

Feed heater: coils repaired & tested.

Boilers: all furnaces after landings in combustion chambers riveted. leaking seams repaired by electric welding. - furnace jacked up: - one crack in Port wing furnace of Port Boiler almost corrected (electric welded). All mountings faced up & ground in. Superheater elements removed, paired, tested & replaced. Safety valves adjusted to 200 lbs.

Machinery tested under working conditions & found acting satisfactorily.

Hamburg 18/8/21.

Friedrich Gill