pt. 9.

No. 6030.

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

(Received at London Office MON 11 JUL 1921)

Date of writing Report 4th July 19 21 When handed in at Local Office 4th July 19 21 Port of Falmouth

No. in Reg. Book. ~~1846~~ Survey held at Falmouth Date, First Survey June 8th Last Survey 24th June 1921 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron~~ or Steel T.H. SKOGLAND ex JAVARY Master

Tonnage { Gross 4198. Net 2569 } Vessel built at Hanburg By whom Blohm & Voss When 1915 ✓

Registered Horse Power { 275. } Engines made at Hanburg By whom Blohm & Voss When 1915

No. of Main Boilers ✓ Boilers, when made (Main) 1915 (Donkey) ✓

No. of Donkey Boilers ✓ Owners T.H. Skogland & Sons) Watts Watts & Co Ltds. Port Newcastle Voyage Hamburg.

Steam Pressure— In Main Boilers ✓ If Surveyed Afloat ~~or~~ & in Dry Dock No 2 Dry Dock

In Donkey Boilers ✓ (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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 now applied.	Machinery and Boiler Surveys (including date of N.B., if any).
Classing Contemplated by German steamer		

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? No

Do. " Donkey " " " ✓

If this was not done, state for what reasons? Boilers not opened up for survey

And what parts of the Boilers could not be thus thoroughly examined? ✓

In so 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? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Without

If 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? ✓

What is the distance between ~~lignum vitæ~~ white metal of stern bush and top of after bearing of screw shaft? 1/8" (Cedered gland)

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

Now done:- The screw shaft drawn examined and found in good condition.

The propeller & sea cocks and their fastenings examined and found in good order.

The evaporator blow down valve on ship's side, rejointed.

New piston rings fitted to the circulating pump engine.

It is stated the vessel is proceeding to Hamburg where the engines & boilers will be opened up for survey, and plans of the boilers & pumping arrangements & particulars of the main engines will be submitted from that port. - The following particulars have been noted viz:- Diameter of propeller 14'-8", pitch 16'-3". - Dia of screw shaft (steel) 15 3/8". - Length of Stern bush 5'-1 1/2"

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. 9,11, B.&M.S. 9,11, or ✠L.M.C. 9,11, 140 lb., F.D., &c.)

This report is forwarded for the information of the Committee

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ 1 1

Fees applied for 19

Received by me, 19

W Dennis Heck

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 4 AUG. 1922 FRI. 25 AUG. 1922 TUE. 5 SEP. 1922

Signed

Is a certificate required? If so, to be sent to

IF SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Tests.

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

© 2021 Lloyd's Register Foundation
W694 - 0148