

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 28 MAY 1947)

Date of writing Report 19 When handed in at Local Office 10 Port of Reykjavik

No. in Survey held at Reykjavik Date. First Survey 13 Oct 46 Last Survey 2 January 1947
eg. Book. 3360 on the Machinery of the Wood, Iron or Steel Motor Tanker, "Speljungur" (No. of Visits 72)

Gross Tonnage 247 Vessel built at Bolnes By whom Behre's Pot Year. Month. 1928-4
Net Tonnage 177 Engines made at Amsterdam By whom Kromhout Motorenfabrik When 1937-7
Nominal Horse Power 123 Boilers, when made (Main) (Donkey)
No. of Main Boilers 0 Owners Self Shell & Toland Owners' Address Reykjavik
No. of Donkey Boilers 0 Managers (if not already recorded in Appendix to Register Book.)
Steam Pressure— 0 Port Reykjavik Voyage
No. of Main Boilers 0 If Surveyed Afloat or in Dry Dock Lapway
No. of Donkey Boilers 0 (State name of Dock.) Lippoyd Reykjavik

Last Report No. Port
Particulars of Examination and Repairs (if any)

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC 2.444
8, 45		+NE. 7, 34
S.S. Pat No 3-7, 34		e.l. 4, 44.
S.S. Pat No 2-44		
Carrying Petroleum in bulk.		

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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where this was not done, state for what reasons

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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s) good

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 Boilers?

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

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

Has the screw shaft now been drawn and examined? yes Is 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 the shaft now been changed? no If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the date of examination of Screw Shaft? 30/12-46 State the distance between ignum vite or bearing metal of stern bush and top of after bearing of screw shaft. 1 mm.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes all merged tested and found in order.

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes merged tested.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Special Survey of Moulding and tryside, complete.

All cylinders, pistons, piston pins, connecting rods, cylinder covers, crankshaft, main bearing, camshaft, fuel pumps, bilge and cooling pumps, governor, sea connections, life suction, various valves, both auxiliary motors, cargo pump, air vessels, compressors, and etc. opened up for survey, carefully examined and found to be in good condition, afterwards the machinery all tried and found in good and efficient condition.

The following repairs were carried out on machinery: Main Cylinder No. 1-2-3-4 shifted with spare cylinders which were dressed up in line. No 1-2-3-4 Pistons, piston pins, connecting rods, cranks with brasses renewed. Crankshaft lifted examined and found in good condition, main brasses dressed up. Trust bearing disconnected and dressed up.

General Observations, Opinion, and Recommendation:— This vessels machinery is in good

(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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

and efficient condition, in my opinion, eligible to remain as classified and to have the records of L.M.C. 12,46, C.L. 12,46 in Register Book.

Survey Fee (per Section 20) £28:28:0 Fees applied for 14/3 1947

Special Damage or Repair Fee (if any) (per Section 20) £ :

Travelling expenses (if chargeable) £ : Received by me, 14/3 1947

Committee's Minute TUES. 8 JUL 1947

Assigned + LMC 12,46

S. 12,46

CERTIFICATE WRITTEN.

W997-0131



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

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

1441 777-2-1
1947

All other parts of machinery as fuel pump system, cooling system, and compressors completely overhauled. Six valves for starting air opened up, examined, tested and found in order. Two auxiliary motors, complete with all outfit were totally overhauled. Electric conduits, generator, switch board, lamp, etc. completely overhauled and found as put in good condition, afterwards mezzel tested and found in good condition.

The tailshaft was drawn, carefully examined, and found in good condition, The startube, carefully examined in bars, lignum vitae, gland and necking and found in good condition. The propeller was found in good condition.

Afterwards main and auxiliary motors were tried and found in good and efficient condition.

All the repairs stated above were carried out under my supervision and to my satisfaction.

Chas. J. [unclear]

