

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

(Received at London Office)

2 SEP 1949

Date of writing Report 25<sup>th</sup> August 49 When handed in at Local Office Frederikshavn Port of Copenhagen

No. in Survey held at Frederikshavn Date. First Survey 1<sup>st</sup> July Last Survey 17<sup>th</sup> August 1949  
(No. of Visits.....)

27403 on the Machinery of the Wood, Iron or Steel S. SVEND PII BC.

Gross 1975.88 Vessel built at Nalborg By whom Aalborg Skibsværft When 1923-8  
Net 1112.89 Engines made at Narhøjs By whom A. Riis When 1923-8

Nominal Horse Power 253 Boilers, when made (Main) (Donkey) 1923-8

Owners Dampskibsselskabet Vendiola Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Madsen & Christensen Port Copenhagen Voyage ✓

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

1st Report No. Stydedok Port Stydedok

Particulars of Examination and Repairs (if any)  
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.

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 yes, not required.

Is 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? yes.

Donkey " " " " ✓

not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

State the latest date of internal examination of each boiler 6<sup>th</sup> July 1949. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? yes. To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes. and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boilers? ✓

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

Has the screw shaft now been drawn and examined? yes. Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? yes.

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 oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the stern bush 3.5 7/4.

Is electric light and/or power fitted? yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The safety valves of the main boilers require to be adjusted under steam. The owners state that this will be done at the first convenient opportunity.

Damage.  
Damage to be due to the propeller having touched submerged object in Gdynia on the 7<sup>th</sup> January 1949 and the vessel having struck the ground in the Kiel canal on the 14<sup>th</sup> January 1949.  
The propeller shaft drawn in examined and found good.  
The stern tube and whole metal sternbush found good.  
About 12 inches were missing from one of the bronze propeller blades. A new piece added on, all blades paired and the pitch adjusted.  
The propeller and the Cederall's oil retaining gland examined and found good.  
The reconnections with fastenings examined and found good.  
(Continued)

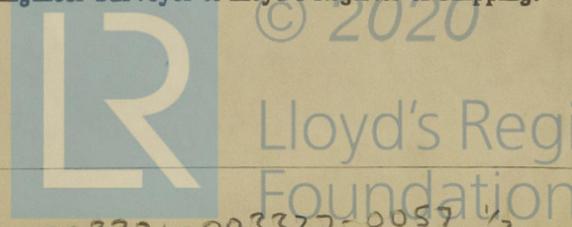
General Observations, Opinion, and Recommendation:—

(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, BS 9.11, B&MS 9.11 \*LMC 9.11 or \*LMC 140 lb., PD, &c.)  
The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh records of tail shaft on 7.49 and M.B.S. \* 8.49. The notation B.L.R. S. 8.49 to be made, when safety valves have been adjusted under steam.

Survey Fee (per Section 23) £. 500. Fees applied for 19 1949  
Special Damage or Repair Fee (if any) £. 225  
(per Section 29.)  
Selling expenses (if chargeable) £. 188. Received by me, 19

Committee's Minute TUES. 18 OCT 1949  
Signed MBS \* 8.49  
S. 7.49

L. Clausen.  
Engineer Surveyor to Lloyd's Register of Shipping.



In a Certificate required? If so, to be sent to Surveyor Office, Copenhagen.

Shel. Ic. SVEND Pii.

The crank- and thrust shaft stripped and lifted, examined and found good with brasses, white metal renewed in HP and IP crank pin brasses. The intermediate shaft stripped, examined and found good. The circulating pump and the ballast pump opened up, examined and found good.

Part Special Periodical Survey.

Now done: The piston rods ground and the metallic packings adjusted. The HP slide valve casing rebored and the piston slide valve rings renewed. The slide valve spindles skimmed over and rebushed.

The crossheads skimmed over and the white metal in bearings renewed.

The condenser opened up, the aftermost water end repacked.

The donkey pump water end rebored and the pistons renewed.

The electric light engine piston rings renewed.

The crank pin brasses of the steam windlass renewed.

The boiler mountings overhauled; new seats fitted to the feed valves except to starboard boiler main feed.

The starboard main stop valve spindle renewed.

The starboard scum valve repacked with new fastenings.

A few leaky screw stays repacked and leaky tubes expanded.

The cylinders, pistons, slide valves, crank- thrust- and intermediate shafts, pumps and condenser examined, condenser tested. Also the valves, cocks, pipes and strainers of the pumping arrangements examined.

The main boilers with superheaters examined internally and externally together with their principal mountings and the steam pipes.

The electrical equipment examined and tested as per Rule.

The steam windlass and the steering gear and steam steering engine examined.

The engines and boilers are in good and safe working condition.

It was stated by the owners superintendent (ex B.C. Surveyor) that all the steam pipes had been stripped and tested, when the last Special Survey was carried out and that they were therefore - in accordance with the B.C. Rules - not due for testing on this occasion.

An interim certificate issued as per copy enclosed.

L.M.



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