Rpt. 9.

No. 87315.

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

(Received at London Office 21 AUG 1957)

Date of writing Report 13. 8. 1957 When handed in at Local Office 14 8 1957 Port of GLASGOW

No in Reg. Book. 21677 Survey held at ARDROSSAN Date. First ~~Survey~~ AND Last Survey 6TH AUGUST 1957 (No. of visits ONE)

on the Machinery of the ~~Wood, Iron or~~ Steel SS. "NARVA"

Tonnage { Gross ~~1991~~ 2044 Net 1088.

Nominal Horse Power

No. of Main Boilers 2 SB.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 227 LBS (SPT) in Donkey Boilers ✓

Vessel built at GÄVLE By whom NYA A/B GÄVLE VARV & WERKS When (Year) 1943 (Month.)

Engines made at HAMBURG By whom CHRISTENSEN & MEYER When 1943

Boilers, when made (Main) 1943 (Donkey) ✓

Owners SCOTTISH NAV. Co. LTD. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers GLEN & Co. LTD. Port GLASGOW Voyage

If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.)

Last Report No. 87085 **Port** GLS

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)	
100A1 ~~5.56~~ 6.57		LMC	6.55
SS GLS. 5.56		MBS.	3.57
		TSCL	4.56
Classed 5/47		SES	5.56
pl. EW. NS.			
			O.F. 3.55.

Particulars of Examination and Repairs (if any) DAMAGE REPAIRS.

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 through examination at this time?

" " Donkey " " "

If 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 latest date of internal examination of each boiler ..... To ..... Present condition of funnel(s) GOOD.

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

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? ....., 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? ..... Has it a continuous liner? ..... Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? ..... 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 ..... Is electric light and/or power fitted? ..... If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

SURVEY CONFINED TO BELOW.

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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 on the 30th July 1957, when the vessel was on passage from Newcastle to Belfast; the Main Engines stopped and the vessel had to be towed into Ardrossan.

Now done for damage repairs:— On opening up No. 2 Engine unit, one of the funk ring set bolts was missing, on searching this engine, the bolt was found jammed in the top steam port, fouling the piston valve. A new valve spindle and guide bracket was fitted. All the funk ring set bolts were renewed and dressed in position, also the eccentric rod was straightened, stress relieved and refitted. On completion, the engine was run ahead and astern and all found satisfactory. All the above repairs were carried out before the Surveyor was notified. The data concerning repairs was taken from the Chief Engineer's log book, and confirmed by the Repairers.

General Observations, Opinion, and Recommendation.— The machinery of this vessel so far as now seen is in good order and eligible in my opinion to remain as classed without fresh record.

(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 0,11, B&MS 0,11, ✠LMC 0,11 or ✠LMC 140 lb., FD, &c.) CS 3,34

Survey Fee (per Section 29) £ : :

~~Special Damage or~~ Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0

Travelling expenses (if chargeable) £ 0 : 7 : 0

Fees applied for ..... 19.....

Received by me, ... 19.....

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned As now

GLASGOW 20 AUG 1957

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

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

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noted

26 AUG 1957