

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

(Received at London Office)

28 MAY 1951

Date of writing Report 4th May, 1951 When handed in at Local Office 4th May, 1951 Port of K I E L
 No in Reg. Book. Survey held at K I E L Date. First Survey 7th April Last Survey 19th April 1951
 (No. of Visits 4)

76928 on the Machinery of the ~~Wood, Iron or Steel~~ M.T. "SOMMEN"

Tonnage Gross 3927 Vessel built at Richmond, Cal. By whom Kaiser Cargo Inc. Year. Month. 1945
 Net 2608 Engines made at Milwaukee, Wis. By whom Nordberg Mfg. Co. When 1945
 Nominal Horse Power 497 MN Boilers, when made (Main) (Donkey)
 Owners Rederi A/B Sigyn Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Hans Lundgren Port Helsingborg Voyage
 No. of Main Boilers - If Surveyed Afloat or in Dry Dock Both-Howaldtswerke & Deutsche Werke Dry Dock
 No. of Donkey Boilers - (State name of Dock.)
 Steam Pressure in Main Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers -

Last Report No. Port Docking, T.S. and Advancement of C.S.
 Particulars of Examination and Repairs (if any)
 Periodical Surveys, when held, must be reported in detail and seriatim 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.

On 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? --

Do the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? --

Do not, state for what reasons Donkey Boiler dispensed with 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 -- 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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? --

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 7th April, 1951 State the wear down in the stern bush close

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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 C.S. case

WORK DONE: Vessel placed in dry dock, propeller, stern bush, tailshaft, sea valves and their outside fastenings examined and found or placed in good order.
 Main engine No. 4 cylinder, piston, cover, valves, connecting rod, top and bottom end bearings, gudgeon pin and crank pin, and scavenge pump bottom end and crankpin only, examined and found or placed in good order.
 Two bilge pumps part examined (i.e. air extractor units only).
 Port outboard auxiliary engine examined in its entirety.
 2 aux. cooling water pumps (1 F.W. and 1 S.W.), 4 starting air receivers, fuel oil transfer pump, 2 lub. oil coolers (ME), windlass and M.E. starting air control valve, examined and found or placed in good order.

WEAR & TEAR REPAIRS:
 Propeller blade edges faired.
 Stern bush re-wooded. P.T.O.

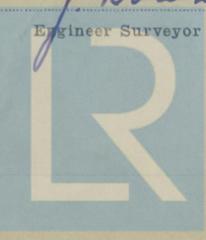
General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)
 The machinery of this vessel, as far as now seen, is in good order and eligible, in my opinion, to remain as classed with fresh record of LMC CS (with date) when the survey has been completed and TS (CL) 4,51 now.
 (SRL - Item "D.B. not to be used" may now be deleted.)

Survey Fee (per Section 29)	Part CS	10	0	0	Fees applied for <u>TS 31/5</u>
	TS	5	2	0	
Wear & Tear	Repair Fee (if any) (per Section 29.)	4	0	0	Received by me, <u>J. Bowman</u>
Late Fee 7/4/51		5	5	0	
Travelling expenses (if chargeable)		1	5	0	

Committee's Minute TUES. 3 JUL 1951
 Assigned As now, without spl. load
A. 4. 51
Delete DBL. part.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A 1		LMC 3,48
5,50		DBS 3,48
ss Hbg. - 3,48		TS (CL) 11,48
<u>Classed 3.48</u>		Ref. Mchy.
Carrying oil F.P. above 150° F. in deep tank forward.		

OIL ENGINES
 CONTINUOUS SURVEY.
 D. Blr. not to be used. R.M.C. (ED.)

J. Bowman
 Engineer Surveyor to Lloyd's Register of Shipping.

 Lloyd's Register Foundation
 003409-003416-0075

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

WEAR & TEAR REPAIRS (ctd.)

Stern tube neck bush renewed.
M.E. scavenge pump, bottom end remetalled.
Aux. engine - 2 main bearing shells renewed.
 1 oil cooler re-tubed.
2 C.W. pumps - both impellor sleeves renewed.
2 bilge pumps/ air extractor units - both impellor sleeves renewed.

Minor repairs effected.

NOTE: (1) The insulation of Refrigerated cargo chambers has now been removed and the two after refrigerating machinery units have been removed and dispensed with. The two forward units have been retained for domestic purposes only.

It is submitted that the notation of LLOYD'S RMC and the Ref. Mchy. records in the Register Book be now deleted.

(2) The Donkey Boiler has been removed ashore and dispensed with, and it is submitted that the DBS records be deleted.

J. Bowman



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