

13 JUL 1950

Rpt. 9.

No. 991

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

(Received at London Office)

Date of writing Report 23.6. 1950 When handed in at Local Office 19 50 Port of Hamburg

No. in Survey held at Hamburg Date. First Survey 15.3.50. Last Survey 30.5. 19 50
Reg. Book. (No. of Visits 12)

16057 on the Machinery of the Wood, Iron or Steel S.S. "LACKLAN"

Tonnage { Gross 8670 Vessel built at Port Glasgow By whom Lithgows Ltd. When 1929 1
 Net 5223 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1929 1
 Nominal Horse Power 630 MN Boilers, when made (Main) 1929 (Donkey) -
 No. of Main Boilers 3SB Owners Deutsche Vacuum Oel A.G. Owners' Address -
 No. of Donkey Boilers - Managers - Port Hamburg Voyage -
 Steam Pressure in Main Boilers 230 lbs If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers - (State name of Dock.) (Deutsche Werft)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) LMC, TS CL.

(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. 20.3.50. T)

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? yes

" " 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 All 18.4.50. Present condition of funnel efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 230 lbs/sq. in.

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? -, 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? yes Is an approved oil retaining appliance fitted at the after end? no

Has 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 20.4.50. State the wear down in the stern bush 3 mm Is electric light and 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 Complete.

Now done: - Vessel placed in dry-dock, examined propeller and outside fastenings, all sea-valves (opened), screw-shaft (drawn), stern bush.

Owners' arrangement: examined opened up: main engine cylinders, pistons, covers, valves and valve chests, rods, crank, thrust and intermediate shafts and bearings, attached and auxiliary pumps and pumping arrangements, condensers (tested), holding-down bolts, evaporator, steering engine and windlass. Steam pipes (main, steel; aux. copper) examined and tested as per Rules (Aux. steam pipes annealed). Dynamos and electrical installation.

Boilers examined in their entirety with their mountings, doors and fastenings. Safety valves adjusted under steam to above stated pressure; oil fuel boiler front pressure pipes examined under working conditions, fire-smothering (steam) tested, deck controls to oil fuel bunkers and unit steam valves.

W. & T. Repairs: - Spare screw-shaft liner skimmed and re-placed on board.

All main bearings, thrust block bearings and shoes, bottom end bearings, eccentric sheaves re-white metalled (cracked or loose). Thrust-shaft collars (ahead faces) skimmed. Shafting bedded and re-aligned satisfactorily. All crosshead pins skimmed and brasses renewed. All piston and valve rods skimmed and glands renewed. Main circ. pump engine crankshafts see Cont. 9a

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good order and eligible in

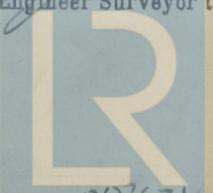
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

My opinion to remain as classed in the Register Book with fresh record of TS CL 4,50 and LMC 5,50.

Survey Fee (per Section 29)	LMC	£ 64	0	0	Fees applied for
	TS CL	4	0	0	
Special Damage or Repair Fee (if any) (per Section 29.)	Elec. Instn.	£ 20	0	0	Received by me, <u>W. J. Allen</u> 19
Travelling expenses (if chargeable)		£ 2	8	0	
	Additional dynamo	5	0	0	

Committee's Minute TUES. 1 AUG 1950
Assigned + LMC 5,50
S. 4, 50

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
+ 100 A 1		+ LMC 6,46
3,49		BS 3,49
ssPhl. -6,46		CL 2,49
Carrying petroleum in bulk.		
Fitted for oil fuel 1,29 F.P. above 150° F.		

Engineer Surveyor to Lloyd's Register of Shipping

 Lloyd's Register Foundation
 003534-003540-01512

5 JUL 1950

S.S. "LACKLAN"

skipped and bearings re-white metalled. Main feed pumps overhauled.

Boilers: - Port boiler - Port furnace renewed.

Centre boiler - Port and centre furnaces renewed.

Front end plate in way of and below centre furnace cropped and part renewed and butts E.W. (grooving at radius).

Starbd. boiler: - Starbd. and centre furnaces renewed.

Front end plate in way of and below centre furnace cropped and part renewed and butts E.W. (grooving at radius). (Furnaces distorted now renewed). Stamped " Nos. 560, 804 & 844, LLOYDS TEST, 21.5.48."

All tubes renewed in all furnaces except for a few odd stay tubes. (Corrosion and leaking). A few side and back C.C. stays renewed in each boiler. Local corroded areas on C.C.s and C.C. tube plates built up by electric welding. All repairs carried out and completed satisfactorily.

Water gauges, columns and cocks (tested) complete renewed on each boiler (wear). All mountings removed from boilers and overhauled in workshop.

On completion, boilers tested under hydraulic pressure and found satisfactory.

Quayside trials of main engines and auxiliaries carried out with satisfactory results.

Electrical Installation.

2 - 15 K.W. steam driven sets. 110 V.

1 - additional 12 K.W. Harbour Diesel driven set.

Steam driven engines and dynamos overhauled and rheostats renewed. Main switchboard renewed. All instruments cleaned tested and overhauled.

A new Diesel driven dynamo set satisfactorily installed on new seating on starbd. side of engine-room.

(not opened up at this time). Engine No. 2335 Guldner Type by Baucher & Co., Hand-starting, Electro-

Motoren Kaiser dynamo No. 12 0001, 12 K.W. 115 V., 1.000 R.P.M. Fuel oil for engine drawn from existing

Galley O.F. tank in Oil store on Peep deck.

Dynamo connected up to main switchboard together with all necessary control switches and meters.

Main cable from switch board to junction box at pump-room amidship renewed. Pump room light points renewed (gas tight).

Minor repairs and renewals effected to lighting circuits.

On completion, all circuits megger tested and insulation resistance found satisfactory.

Dynamos examined running under load and found satisfactory.

W. Allen



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