

No. 12372

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

(Received at London Office 6 JAN 1948)

of writing Report 31st Dec 1947 When handed in at Local Office 31st Dec 1947 Port of Copenhagen

Survey held at Copenhagen Date First Survey 14.11 Last Survey 20.12 1947 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel Se. "CLARA"

Gross 1398 Vessel built at Flint By whom Flint & Sons Ltd When 1925
Net 798 Engines made at Flint By whom Flint & Sons Ltd When 1925
Main Boilers 159 Boilers, when made (Main) 1925 (Donkey) -
Donkey Boilers - Owners S. O. MYREN Owners' Address -
Pressure - Managers. John J. Worsley (if not already recorded in Appendix to Register Book.)
Main Boilers 185 lb Port Copenhagen Voyage -
Donkey Boilers - If Surveyed Afloat or in Dry Dock 1947
(State name of Dock.) B. W. Rørdal & Sønner

Report No. Port

Particulars of Examination and Repairs (if any)
al Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly rised at the end of the report. State also the dates and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he offered his vices for this purpose, and why they were declined yes, but not required

amage report made by anyone else? If so, by whom? insurance surveyor

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey " " " "

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

pecial means, in the absence of internal examination, were adopted by the yor to assure himself of the thorough efficiency of those parts of each Boiler? 2/12-47

atest date of internal examination of each boiler Present condition of funnel(s) 9 inch

Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 185 lb / sq in

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

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

Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers?

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?

aft now been changed? no If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 14/11-47 State the wear down in the bush removed Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

Engine parts, when referred to by numbers, should be counted from forward to aft. Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

DAMAGE.

Damage stated due to: 1) Grounding on the 27/4/46 on the voyage from Aalborg to Copenhagen. 2) Navigation in ice on the 8/2-47 on the voyage from Copenhagen to Aalborg. 3) The sea connections opened up, overhauled & examined - found good. 4) The propeller shaft drawn in examined - found good with some wear. The lignum vitae in the lower part of the aftmost stem which was severely worn. The bent & chipped blades of the main propeller found & repaired by E.W. examined - found good.

When Ten Repairs.

The main out upper brass of the HP bottom end removed & re-bored. The lower brass of the crank shaft adjusted. The steam engine for the electric generator completely overhauled. The generator completely removed. Sundry minor repairs.

al 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.)

recommended the vessel's machinery to have notation in the Register of LMC-1247 and this ship was 11.47 when the classification was completed.

Fee (per Section 29) £ 1000.00 Fees applied for 57/ 1948
al Damage or Repair Fee (if any) £ 100.00 Received by me, 19
elling expenses (if chargeable) £ 10.50

mittee's Minute 28 APR 1948

igned BS 1247

51147CL

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



Stus Se. CLART

and trial repairs effected.

Special Periodical Survey.

Propeller, stem bushes, sea connections, screw shaft, cylinders, pistons
slide valves, crank, crank & intermediate shafts, pumps, and
and pumping arrangements examined
Steam pipes and electric installation tested as per Rules
Motors & super heaters examined throughout.
All now in good condition.

Machinery tested under working conditions & the safety valves on
the boilers adjusted under steam to 185 lbs/sq.

In view of the vessel's forthcoming classification the condition
of the machinery, boiler and electric installation have been checked
as per Reports 4-5a and 13 forwarded herewith.

J. L. J.



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