

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

(Received at London Office

15 JAN 1951

Date of writing Report 5th Jan 1951. When handed in at Local Office 19. Port of ALEXANDRIA.

No in Reg. Book. Survey held at ALEXANDRIA. Date. First Survey and Last Survey 21st Dec 1950. (No. of Visits one)

50553 on the Machinery of the ~~XXXXXX~~ Steel Screw Steamer "ALASKA"

Tonnage { Gross 5681 Vessel built at VANCOUVER BC By whom J COUGHLAND & SONS. When 1918 7  
 Net 3476 Engines made at " By whom " When 1918 7  
 Nominal Horse Power 523 Boilers, when made (Main) 1918 (Donkey) -  
 Owners D/S/A/S Alaska Owners' Address -  
 No. of Main Boilers 3 (C. Haaland) Managers -  
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat  
 Steam Pressure in Main Boilers 190 (State name of Dock.)  
 in Donkey Boilers -

Last Report No. 127. Port L.A.

## Particulars of Examination and Repairs (if any) PART BOILER SURVEY.

(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.

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?

Centre and Starboard only

Did the Surveyor personally go inside each Main Boiler/separately and make a through 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?

Centre &amp; Starboard only 21.12.50

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? Centre &amp; Starboard only. 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? Centre &amp; Starboard only, 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? Centre &amp; Starboard only, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No 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? 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.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete B.S. the Port Boiler remains to be examined in its entirety and all three main boilers adjusted under steam. It is not at present known whether the survey will be completed in the U.S.A. or upon return to a home port, on completion of present voyage.

## NOW DONE:-

Centre and Starboard boilers examined internally and externally together with doors, mountings and fastenings.

N.B. The Centre boiler top manhole door studs were noted to be bent, but time did not permit their renewal at this port, they are, however, considered safe meanwhile.

Starboard boiler:- Centre fire one smoke tube found stoppered. Stopper now removed, examined and refitted.

## General Observations, Opinion, and Recommendation:- The machinery of this vessel, as now seen, is 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.)

CS 3,34

safe working condition and eligible in my opinion to remain as classed, and to have fresh record of B.S. 12.50, when the port boiler has been examined in its entirety and safety valves of all three boilers adjusted under steam. Subject to manhole door studs centre boiler being renewed and stoppered smoke tube centre fire starboard boiler being renewed before the end of March, 1951.

Survey Fee (per Section 29) £18.000 Fees applied for 24/12/1950

Special Damage or Repair Fee (if any) £ : : Received by me, 29/12/1950

Travelling expenses (if chargeable) £ 1.250

Committee's Minute FRI. 9 FEB 1951

Assigned White Bn. (note only.)

NORWEGIAN

CK Hapler 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

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