

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

(Received at London Office

22 FEB 1943

Date of writing Report 12th. February 43 When handed in at Local Office

Port of LISBON

No. in Survey held at LISBON Date First Survey 13th. Nov. 42 Last Survey 11th. February 19 43
 g. Book 8962 on the Machinery of the ~~Wood~~ Steel ALASKA". (No. of Visits 6)

Gross 5681 Vessel built at Vancouver BC. By whom J. Goughlan & Sons. When 1918 7mo.
 Net 3476 Engines Made at Newcastle By whom Richardson Ltd. 1924 - 1
 Nominal 523 Boilers, when made (Main) 1918 (Donkey) ✓
 of Main Boilers 3SB Owners D/S A/S Alaska Owners' Address
 of Donkey Boilers - Managers C. Haaland (if not already recorded in Appendix to Register Book).
 in Main Boilers 190lbs If Surveyed Afloat or in Dry Dock No. 1 D.D. Port Haugesund Voyage
 in Donkey Boilers -
 last Report No. Port

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.	Year since last survey	Machinery and Boiler Surveys (including date of N. B., if any).
+100A1		+LMC4, 42
4-42		+NE-1, 24
SS Rot. No. 3-5, 37		SS-41
SS NYK. No. 1-42		TS4-42
		CL
fitted for oil fuel	17	-18 FP above 150 F.

Particulars of Examination and Repairs (if any) DAMAGE & INT. CERTIF.

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.

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 yes copy herewith

as a damage report made by anyone else? If so, by whom? no

did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey

this was not done, state for what reasons Boilers not due for survey

did what parts of the Boilers could not be thus thoroughly examined?

also 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 Boiler? Centre boiler only To what pressure were they afterwards adjusted under steam? C.Bls. 190lbs

did the Surveyor examine the Safety Valves of Donkey Boiler? - 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? -

was the screw shaft now been drawn and examined? no Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

state date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1,5 m/m

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted -

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? -

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

Damage stated to have been caused by torpedo on the 30th. October 1942 whilst on a voyage from Colombo to Glasgow.

The main damage to the hull was in way of the No. 1 hold however severe racking noted in line with the ends of the bridge.

Now done:- Vessel examined afloat and in drydock. Propeller and all outside fastenings examined.

The following recommendations were made for permanent repairs:-

The tunnel shaft alignment disturbed and to be realigned.

No. 1 intermediate shaft to be tried in lathe.

Tail shaft to be drawn for examination.

Safety valve chest on centre boiler, fractured at neck of flange to shell, to be renewed

General Observations, Opinion, and Recommendation:-

(p.t.o.)

(Stat 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, B.S. 9, 11, B.M.S. 9, 11, L. M. C. 9, 11, or LMC CS 3, 34, 140 lb., F.D., &c.)

The machinery of this vessel is eligible to remain as classed without fresh record of survey

subject to the necessary examination and repairs on account of damage being carried out on the

vessel's arrival at a U.K. port from her present voyage.

Survey Fee (per section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 (per Section 29)
 Travelling expenses (if chargeable) £ : :

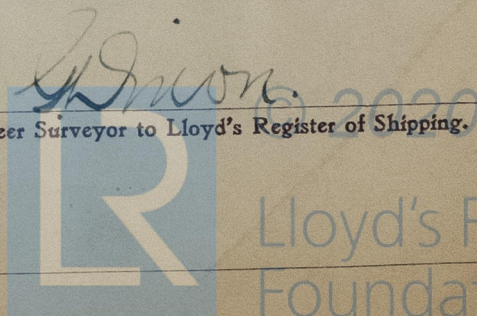
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUES. 13 APR 1943

Deferred



Lloyd's Register
Foundation

001139-009143-0068

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

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

Main feed pipe, fractured, to be repaired

Main engine bilge pump discharge pipe overboard, fractured, to be renewed.

A number of electric circuits defective, to be repaired.

Main engine holding down bolts to be hardened up as necessary.

Main engine cylinders, pistons, valves and faces to be opened out for examination

The main condenser to be tested.

The main steam pipes to be removed tested hydraulically and rejointed.

The ballast pump to be opened out for examination.

Temporary repairs to the hull were carried out to enable the vessel to proceed to a U.K. port for permanent repairs and the following repairs to the machinery were now done:-

Tunnel shafting couplings broken and shafting aligned as far as possible, the error noted being divided over the whole length of shafting.

Main condenser tested

The centre boiler safety valve chest renewed, tested to 380 lbs per sq. ins. hydraulic pressure and the valves adjusted to 190 lbs. per sq. ins. under steam.

The feed and bilge pump discharge pipes were repaired.

Deck steam pipes repaired and rejointed as necessary.

Pumping arrangements overhauled and tried and minor repairs effected.

The machinery was tried under full working conditions on completion of the repairs and in my opinion is efficient for the proposed voyage.

G. Nixon.



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