Rpt. 9.

No. 1811

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office JAN 22 1941)

Date of writing Report 6th Nov. 1940 When handed in at Local Office ..... 19 .... Port of Riga.

No. in Reg. Book. 33836 Survey held at Liepaja Date, First Survey 25th Oct Last Survey 4th Nov. 1940 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or~~ Steel screw turbine ship "SKRUNDA"

83592 Tonnage { Gross 2414 Net 1467

Nominal Horse Power 307

No. of Main Boilers 2

No. of Donkey Boilers none

Steam Pressure— in Main Boilers 200.

in Donkey Boilers

Vessel built at Wilmington, Del. By whom The Pusey & Jones Co. When (Year. Month.) 1918 Nov.

Engines made at Trenton, N.J. By whom De Laval Steam Turb. Co. When 1918.

Boilers, when made (Main) 1918 (Donkey) ✓

Owners Seeberg Bros. Owners' Address (if not already recorded in Appendix to Register Book.) Port Riga Voyage ✓

Managers

If Surveyed Afloat or in Dry Dock "Tosmare" Ltd. Dry dock (State name of Dock.)

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		+ LMC 5,37
4,39 Rot.		BS ~~4,40~~ 5,39
SS Lie No. 3-6,33.		
SS Lie No. 1-37		Shaft 2,38

Particulars of Examination and Repairs (if any) Shaft, part N.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Telegram 5th Nov.

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? no

" " Donkey " " " ✓

If this was not done, state for what reasons? BS recently completed; reports sent 29th June and 4th October last.

And 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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓

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

State date of examination of Screw Shaft 25th Oct State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5 m.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

If 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.? ✓

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

The vessel placed in dry dock, propeller, fastenings of sea connections, sea covers and valves examined as part of N.S.
Screw shaft drawn in and the shaft and stern bush examined. Extensive corrosion of the shaft found at fore end of after liner. In some points material wasted 15 m/m deep. The shaft is to be renewed before the end of November. The order for a new shaft has been already placed. A copy of Ltr. 4a is attached.

General Observations, Opinion, and Recommendation:— The machinery is to remain as classed without fresh records of surveys.

(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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS8,34,

Survey Fee (per Section 29) £ 100.— :

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ :

Fees applied for 4th Nov 1940

Received by me, ✓ 19

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 4 FEB 1941

Committee's Minute BS 6. 40

Assigned as now subject

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

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

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