

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

24 JUL 1945

(Received at London Office)

of writing Report 24th November 1942 When handed in at Local Office 17th November 1942 Port of Bergen  
 in Stavanger Date, First Survey 18th February Last Survey 7th October 1942  
 on the Machinery of the ~~Wood, Iron or Steel~~ Screw steamer "FJELD" (No. of Visits 2)

Gross 2960 Vessel built at Osaka By whom Osaka Iron Works Ltd. When 1916-5  
 Net 1834 Engines made at Osaka By whom Osaka Iron Works Ltd. When 1916  
 Main Boilers 2 Boilers, when made (Main) 1916 (Donkey)   
 Owners As D/s Fjeld Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers A. Meidell Port Bergen Voyage (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) As Rosenberg Mek. Verstedt.

Report No. 2955 Port Bergen  
 Particulars of Examination and Repairs (if any) Machinery damage & Boilers etc.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 the nature and extent of such Repairs should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Has a damage report been made by anyone else? If so, by whom? Underwriter's Surveyor.

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

Did the Surveyor examine the Donkey Boilers? Yes

What parts of the Boilers could not be thus thoroughly examined? None.

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? None.

Latest date of internal examination of each boiler 16th October Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 LB/IN<sup>2</sup>

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

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

Has the shaft now been changed? No If so, state reasons None.

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Date of examination of Screw Shaft 30th June State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

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

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done? Not complete. No arrangements made for completion. Following remain: - Cylinders, valvechamber, pistons, slide valves with rods, spindles & gears, guides, top end crossheads, connecting rods, air, circulating, feed & bilge pumps & their valves, pistons, plungers & connections, condenser, main & auxiliary steam pipes, all auxiliary machinery & pumping arrangement.

It is alleged this vessel grounded at Gjedser on the 18th November 1940.

Vessel placed in drydock and all seaconnections opened up and examined.

Screwshaft drawn in and examined. Propeller, sternbush and outside fastenings examined.

Tips of all four blades of propeller broken off 15".

Main engines partly opened up and a careful examination made of crankshaft, main bearings, shaft journals, crankpins, bottom end brasses, thrustshaft, thrustshoes and funnelshafting and bearings.

Shafting has now been realigned.

General 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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

It is recommended that this vessel's machinery & Boilers remain as now classed in the Register Book with

class notation L.M.C., M.S. 10,42 when the survey has been completed and screwshaft seen 6,42 and B.S. 10,42

Survey Fee (per Section 29) Kr. 40.- Fees applied for 29/10 1942  
 Special Damage or Repair Fee (if any) Kr. 80.- Kr. 420.-  
 Travelling expenses (if chargeable) Kr. 200.- Received by me, 29/10 1942  
 Surveyor J. Olsen Kr. 20.-

Committee's Minute

Assigned See Ose 5802

CHARACTER.	Year assigned to this survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A A		<input checked="" type="checkbox"/> L.M.C. 10,38
<del>100 B A</del>		<del>B.S. 7,41</del>
S.S. Rot. No. 3-6,29		<u>C.L. 11,39</u>
S.S. Cpn. No. 2-38.		

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

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

S. A. Olsen  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation  
 012096-012101-0069 1/2

S/s "FJELD" (Machinery).

It is further alleged this vessel sustained damage to the electrical equipment due to fire at Vadsø on the 20th. November 1941.

Following damage repairs now carried out:-

The wireless installation renewed.

The electric installation in way of charthouse & wireless room, various fittings and cables in master's cabin, electric cables to sidelights renewed.

Electric cable to masthead light aft partly renewed.

The dynamo rewound and main switch board overhauled.

Both main boilers have been cleaned and carefully examined externally and internally.

Safety valves, mountings, doors and fastenings examined.

Safety valves adjusted under steam to  $180 \text{ LB/IN}^2$  and found good and efficient.

One staybolt in way of port boiler renewed.

Electric generating plant, the electrical installation, fittings on main and sub-distribution boards, cables etc. examined and Megger test carried out and found satisfactory.

The installation tested under working conditions.

1 visit by Mr. T. Olsen, Stavanger on the 30th. June

1 copy of Cert. B. 1 has been sent to the Oslo Surveyors for issue to the Sjøfartskontor.