

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

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Date of writing Report 21 / 5 19 52 When handed in at Local Office 19

Port of Reykjavik

No in Book. Survey held at Reykjavik

Date. First Survey 26-6-51 Last Survey 20/2- 1952

(No. of Visits ca. 60)

on the Machinery of the Wood, Iron or Steel s/t. "JUPITER"

Gross 394  
Net 160  
Nominal 110  
Power 1

Vessel built at Beverley

By whom Cook, Walton & Gommel

Year. Month. 1925 11

Engines made at HULL

By whom Amor & Smith

When "

Boilers, when made (Main) 1925

(Donkey)

Owners ~~George & Sons~~ H. J. Jupiter

Owners' Address Pingeyri

(if not already recorded in Appendix to Register Book.)

Managers ~~Ellenur Bensteinsson~~

Port Hagnafjörði

Voyage

If Surveyed Afloat or in Dry Dock Both

(State name of Dock.) Slippfélagið í Reykjavík

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 A 1		* LMC
Stn. Trawler 5.51		MS 6.51
SS Gms. -1, 47		BS 6, 48
		TSC 10.48

Report No. Port

Particulars of Examination and Repairs (if any) Oil Fuel Conversion

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides, stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case

In 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

Damage report made by anyone else? If so, by whom?

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

" Donkey "

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

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?

Last date of internal examination of each boiler 4-12-51

Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? 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? No

How 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 8-12-51 State the wear down in the

Sh. 2.6 mm 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

Tests, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If any is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Fuel system and pumping arrangement as per drawing No. Ka-114, by Vélsmiðjan Hédinn h/f., Reykjavík, (Hedinn Engineering Works Ltd.) has now been fitted. The drawing has been approved

by the society, provided the arrangement be as shown and amended thereon and the remaining requirements of the Rules for steel Trawlers, be complied with so far as they are applicable. - This requirements have now been dealt with to my satisfaction.

Exhaustion pipes from engine-room to bilges, in holds and double bottom tank (boiler water) were renewed.

Building of oil fuel bunkers, new pipes, 2" diam. galv. iron, were fitted, and laid in pipe through oil bunkers and connected with valve chest on stokehold.

Suction pipes from valve chest to pump in engine-room were mostly renewed, made of copper. Suction pipe, 1 inch. diam. from engine-room to freshwater tank, forward renewed.

Pump in port board side of engine-room removed for access, in connection with building of port board diesel oil tank. Afterwards the pump was fitted on the after bulkhead, and pipes connected

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

This vessel's Machinery is in good and efficient condition, eligible in my opinion to remain as classed, and to have the record of CL 12,51, and notation of - Filled for oil fuel 2,52 F.P. above 150° F, made in the Register Book in the case of this vessel.

Fee (per Section 29) Kr. 2,290,00 Fees applied for 19  
Repair Fee (if any) Kr. 910,00 Received by me, 19  
Expenses (if chargeable) Kr. 3,200,00

Attorney's Minute

THURS 31 JUL 1952

+ LMC 6.51

Fitted for oil fuel 2,52, F.P. above 150° F.

Viggo R. Jensen

Engineer Surveyor to Lloyd's Register of Shipping.

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



New pipe for the steam whistle, was fitted, from steam chest on stokehold up through the casing top, made of copper. Afterwards the pipe was insulated.

Engine telegraph and speaking tube between engine-room and wheel-house completely removed for access. After the Oil Fuel conversion refitted with necessary renewals.

Steam pipe from boiler to circulating pump renewed (copper).

For access, Echo sounder's pipes and cables, and steering engine's steam pipes, were removed after building of oil fuel tanks replaced, with necessary renewals.

Lister Diesel Generating Set installed, for lighting. Engine, 1 cylinder, 8 H.P. Generator 5 kW.

The engine and generator were dismantled, cleaned examined, found or put in efficient condition. Afterwards tested and found in order. New electric cable was fitted from generator to main switch board.

All electric cables in superstructure, (wheel-house, chart-room, captain's-room and wireless room) were completely renewed. Cables between switch board in bridge and main switchboard in engine-room were renewed.

All electric cables in stokehold renewed, together with lamps, and electric cables in engine-room part renewed, and switchboard overhauled.

Screwshaft disconnected, propeller wedged off. Shaft drawn and examined. Screw shaft and liner, and bushes in stern tube found in good condition, except that the shaft was found slightly corroded in front of the propeller. The wear down in the sternbush found 2,6 m/m. Afterwards the intermediate shaft and screw shaft were replaced and propeller refitted.

All furnaces of main boiler were specially scaled and cleaned all the way round, on account of oil burning.

On the sea trial on the 20th February, the main-engine was running with full speed, all pumps and bilge suction tested, both main and auxiliary machinery and oil fuel installation found in good and efficient condition.

*J.R. Pearson*



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