

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

(Received at London Office)

OCT 1942

Date of writing Report 24<sup>th</sup> Sept 1942 When handed in at Local Office 5. 10 142 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 9. 9. 42 Last Survey 26. 9. 1942 (No. of Visits) 8

160 on the Machinery of the Wood, Iron or Steel

Gross 6400 Vessel built at Fredrikstad By whom Fredrikstad Mek Vaerft. When 1930-8  
Net 3764 Engines made at Stockholm By whom A/S Atlas Diesel Polar When 1930

Tons 765 Boilers, when made (Main) (Donkey) 1930

of Main Boilers Owners Skibs A/S Avanti Owners' Address (if not already recorded in Appendix to Register Book)  
of Donkey Boilers Managers Technic & Tidgen Port Oslo Voyage

in Pressure Main Boilers If Surveyed Afloat or in Dry Dock Soven dry dock Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Main Boilers 800. Donkey Boilers

st Report No. Port

Particulars of Examination and Repairs (if any) docking, C.S. damage

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 details 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, not required

Is a damage report made by anyone else? If so, by whom? yes underwriters Surveyors Special Survey to date from 4.31

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

Does the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

Was not done, state for what reasons? not done

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?

What is the latest date of internal examination of each boiler?

Does the Surveyor examine the Safety Valves of the Main Boiler?

Does the Surveyor examine the Safety Valves of Donkey Boiler?

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Does the Surveyor examine the drain plugs of the Main Boilers?

Does the Surveyor examine all the mountings of the Main Boilers?

Has 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 its being efficiently lubricated?

Has the screw 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 its being efficiently lubricated?

What is the date of examination of Screw Shaft? State the distance between lignum vita or bearing metal of stern bush and top of after bearing of screw shaft P48 2/16

Are engine parts, when referred to by numbers, counted from forward? Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was 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.

It is stated that the C.S. will make further advances as opportunity offers.

For damage stated caused by a Stud in the N°1 Starboard Main engine piston skirt breaking on the 10<sup>th</sup> August 1942 whilst on a voyage from Freetown to Pepal, West Africa.

Damage to N°1 Starboard engine cylinders with its cover and valves, piston and rod, connecting rod with top and bottom end brasses and pins, and N°1 &amp; 2 Main Bearings and journals opened up, examined, now in safe working order. Piston rod stated tried for both in latter and found satisfactory.

The owner's representative requests that the above parts opened up be counted towards the C.S.

Now do:- Vessel placed in dry dock Propellers and Sea Connections with P.T.O.

General Observations, Opinion, and Recommendation: The machinery, so far as 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, etc.; 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., &amp;c.)

OS 3.34,

After working condition and eligible in our opinion to remain as classed with fresh record of

L.M.C. (C.S.) with date when the survey has been completed subject to N°1 Starboard cylinder being

renewed at first opportunity and 5 Starboard tail shaft being drawn near docking and

stem gland stuffing box in way being specially examined.

Survey Fee (per Section 29) £2 2 0 Fees applied for 6 OCT 1942

Fict. Fee £4 4 - Received by me, G.H. Macdonald &amp; G.B. Murdoch

Special Damage Repair Fee (if any) £4 4 - Engineer Surveyor to Lloyd's Register of Shipping

(per Section 29.)

Lodging expenses (if chargeable) £1 1 - J.R. Stone

Committee's Minute GLASGOW 6 OCT 1942

Signed At name G.H. Macdonald &amp; G.B. Murdoch

Subject

W194-00403

their fastenings examined.

On examination of Starboard Tail Shaft Stern gland, the Brass stuffing

Bon in way of packing was found to be eccentric to the Tail Shaft and it is stated that trouble has been experienced with the packing. The packing has now been renewed and it is considered that the Stern gland is efficient for the present but it is recommended that the Starboard Screw Shaft be drawn next clocking and Stern gland Stuffing Bon in way being specially examined.

Now done for C.S. N° 2 (center) dynamic engine cylinders with their covers and valves  
Rods, connecting Rods with tops and bottom end Brasses and pins and Main  
Bearings and journals opened up, examined and found all placed in safe  
working condition

S.P.L. Renew N°1 std cylinder first convenient opportunity renewed at Bristol  
See Bristol opt N°15150.

Damage repairs Bottom cover of No 1 Star cylinder cracked, now renewed

Damaged repairs Bottom cover of N°1 Std cylinder cracked, now renewed  
2. Bottom cylinder flange (to which bottom cover is bolted) found cracked. The 4  
Std holes in way crack increased in depth to above crack - and re-tapped  
above crack. New Standards fitted and bottom cover re-bolted. This cylinder  
is considered efficient for the present - but it is recommended that same  
be replaced at first opportunity.

W & T. repairs Both liners of dynamo engine and both pistons renewed. (for wear).  
Gudgeon pins of dynamo engine renewed. (for wear)  
All bottom end Brasses &c - metallised - (cracked)

other minor repairs made

### Electrical Installation :-

In response to the request of the Superintendent, Mr. Taylor, the vessel was visited to examine the port side fuel oil and circulating cooling water pumps motor. It was found that the motor had been sent ashore for repair and arrangements had been made for the repaired motor to be sent to the vessel at Liverpool.

The operation  
water pump motor  
order.

Now 2.5 in <sup>order.</sup> with knobs on the

P.P.

and the present crop is unusually abundant  
with a few instances with the specimens in  
hand - 40 - reported as the greatest yield

20 June 1949, shallow mud flats the new windings singer total 120 <sup>spurts of sand were</sup>  
spurred in all 5-12 m. wide. Wind river was the one which had the best gathering  
of the best school. Adult pictures good in color, surrounded by large clumps of  
2-3 m. diameter which are mostly broken shells in thick top with  
the sandy bottom. The sandy bottom is composed of sand and shell fragments which have been washed out  
in the water current and some smaller fish. Total fish in nearly dead V - total 200  
in 10 m. deep water, minimum 2 ft.

*of a reader* *170/* *the* *immediate* *increase* *is* *simply* *to* *increase* *the* *number* *of* *books* *which* *obtained* *prizes* *and* *which* *were* *not* *awarded* *in* *the* *same* *year* *in* *which* *they* *were* *published* *or* *printed* *and* *which* *were* *not* *awarded* *in* *the* *same* *year* *in* *which* *they* *were* *published* *or* *printed* *and* *which* *were* *not* *awarded* *in* *the* *same* *year* *in* *which* *they* *were* *published* *or* *printed*

Subsec  
1st  
with Dr. W. L. C. & Wm. H. C.

10  
at  
C.R.



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