

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

MON. OCT. 22 1917.

(Received at London Office)

Date of writing Report *October 11th 1917* When handed in at Local Office *October 12th 1917* Port of *Bergm*

No. in Reg. Book. *676* Survey held at *Langesund* Date, First Survey *July 11th 1917* Last Survey *October 3rd 1917*

on the Machinery of the ~~Wood, Iron or Steel~~ *Screw Steamer "Fritjof Eide"* Master *F. Amstad*

Tonnage { Gross *1109* Net *658* Vessel built at *Kiel* By whom *Hovalds Werke* When *1904-3*

Registered Horse Power *117* Engines made at *Kiel* By whom *Hovalds Werke* When *1904*

No. of Main Boilers *2* Boilers, when made (Main) *1904* (Donkey) *"*

No. of Donkey Boilers *none* Owners *Akties Komp. Fritjof Eide* Port *Langesund* Voyage *N. N.*

Steam Pressure in Main Boilers *178 LBS* If Surveyed Afloat or in Dry Dock *Both*

in Donkey Boilers *"* (State name of Dock.) *Langesunds Skibvarks Skipsvay*

Last Report No. *"* Port *"*

Particulars of Examination and Repairs (if any) *S.S. N^o 3*

(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. H. June 22nd, 17)

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Yearly Annual now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100A1815</i>		<i>L.M.C. 5, 12</i>
<i>S.S. Skv. N^o 2-12</i>		<i>B.S. 3, 17</i>
<i>Examined 3.17</i>		<i>TS 8 15</i>

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? *Yes*

Do. " Donkey " " " " "

If this was not done, state for what reasons? *"*

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? *"*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *178 LBS.*

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? *Yes* , and of the Donkey Boiler? *"*

Did the Surveyor examine the drain plugs of the Main Boilers? *None* , and of the Donkey Boiler? *"*

Did the Surveyor examine all the mountings of the Main Boilers? *Yes* , and of the Donkey Boiler? *"*

Has screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *No*, or two liners? *No* or is it without liners? *Yes*

Has shaft now been changed? *No*, If so, state reasons *"*

Is the shaft now fitted new? *"* Has it a continuous liner? *"* or two liners? *"* or is it without liners? *"*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *A good fit.*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

The whole of the machinery have been opened up for inspection & cylinders with their pistons, slide valves, rods, spindles & gear have been carefully examined. Crank, thrust & tunnel shafts have been examined. Tail shaft has been drawn & examined together with stern bush, propeller & fastenings. Sea connections have been opened up & examined. Repairs due to wear & tear have been effected as follows, viz: - H.P. piston packing rings have been runned, rod fixed up in lathe & gland & neck bushes runned. M.P. piston rings runned. M.P. slide valve & cylinder face have been refaced & valve spindle fixed up & neck & gland bushes runned. Condenser tubes have been drawn & condenser cleaned; tubes repaired & ab. 20 off, runned. Pump cross head has been put in lathe & fixed up. Minor repairs effected & machinery given a good overhaul & readjusted. Auxiliary machinery overhauled & examined. Propeller has been runned, pieces of two blades broken *S.S.O.*

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, D.M.S. 9, 11, or L.M.C. 9, 11, (40 lb., F.P., &c.)

The machinery & boilers are in good & efficient condition eligible in my opinion to remain as classed & to receive notation + L.M.C. & tail shaft seen 10, 17.

Survey Fee (per Section 25) £ *18. 0. 0.*

Special Damage or Repair Fee (if any) (per Section 25) £ *18. 0. 0.*

Travelling Expenses (if chargeable) £ *"*

Fees applied for *Octbr. 1917*
£ 18-0-0
Received by me, *P. A. Eide*
Octbr. 1917

Engineer Surveyor to Lloyd's Register of Shipping.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

off ab. 10" x 6" on the old propeller. Main boilers have been cleaned & carefully examined throughout & now placed in good & sufficient condition with necessary repairs. Combustion chamber back plate of Port boiler has been cut out & removed at bottom, bottom plate of chamber also removed. In way of back plate of S.B. boiler one patch fitted. 58 screw ball stays in Port boiler & 46 in S.B. have been runned. All common valves have been runned in both boilers. Boilers have been tested with hydraulic pressure after repairs & found good & tight. Slamplings & doors have been examined & placed in good order. Main feed check valve lids on both boilers runned & seats refaced. All water gauge cocks have got new plugs. Quick closing main stop-valves have now been fitted. Main steam pipes have been annealed & tested. Funnels has been entirely runned. Safety valves have been adjusted under steam to 178 LBS^{sq}. Engines have been tried under steam with satisfactory results.



Ad 903 due 3.16 & 18

Boiler repairs noted

It is submitted that this vessel is eligible for THE RECORD.

S.D. 19

[Signature]
24.10.17

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