

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

(Received at London Office)

Date of writing Report 15th September 50. When handed in at Local Office 15th September 19 50. Port of Gothenburg.

No in Reg. Book. Survey held at Gothenburg Date. First Survey 30th August Last Survey 6th September 19 50. (No. of Visits 5)

67585 on the Machinery of the ~~XXXXXX~~ Steel Twin Screw Motorship "L U O S S A"

Gross 5619 Vessel built at Gothenburg By whom A-B. Götaverken When 1923 - 3
 Net 2866 Engines made at Gothenburg By whom A-B. Götaverken When 1923 - 3
 Nominal Horse Power 629 Boilers, when made (Main) --- (Donkey) 1923 - 3
 Owners Trafik A-B. Grängesberg-Oxelösund Owners' Address ---
 Managers Martin Waldenström Port Stockholm Voyage ---
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) A-B. Götaverken

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) |
|---|-----------------------------|---|
| +100A1 | | +LMC CS 1,49 |
| Shelter deck with freeboard | | 1,49 |
| 9,49 | | DBS 7,49 50 |
| ssRot.-1,49(Dr) | | OG 9,49 |
| Cargo battens not fitted. | | |

Previous Report No. Port Gothenburg Circ. 1927.
 Particulars of Examination and Repairs (if any) Docking, Pt. LMC(CS), Pt. DBS., /
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

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.

Is a damage report made by anyone else? If so, by whom?

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

State for what reasons DB exd at Ghent in 7,50 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? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the bush

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. C.S.-case, and for completion DBS the safety valves of the exhaust gas economiser remain to be adjusted under steam, and it was stated this would be done when the engine is put in use.

done:
 Both propellers and sea connections and their fastenings examined.
 Nos. 3 and 4 cylinders, covers with valves and gears, pistons and piston rods of the starboard main engine examined.
 Nos. 1, 4, 5 and 8 main bearings and journals of the starboard main engine examined.
 Nos. 1 and 8 main bearings and journals of the port main engine examined.
 The exhaust gas economiser examined with safety valves and mountings.

(Continued)

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., ED, &c.)

The machinery of this vessel, as far as now seen, is in good condition and eligible, in my opinion, to remain as classed with fresh records of LMC(CS) with date and of DBS with date, as previously recommended, when the repairs have been completed.

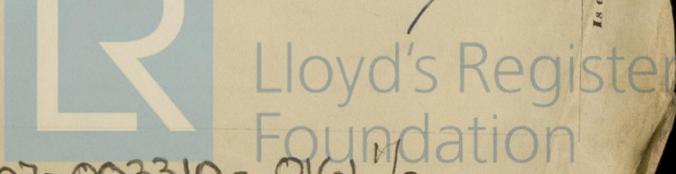
Fee (per Section 29) Pt. LMC(CS) Kr. 70:00
 Exhaust Gas Economiser Survey Fee Kr. 20:00
 Repairs Survey Fee Kr. 50:00

Fees applied for 15/9 19 50
 Received by me, 19 50

Committee's Minute FRI 20 OCT 1950

See list 26142

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.



In a certificate required? If so, to be sent to Lloyd's Register of Shipping precisely as in the Register Book.

OIL ENGINE CONTINUOUS SURVEY
 SEE SPL. NOTE S.R.L. (MCHY)

Rpt. 9a.

Port of Gothenburg.

Continuation of Report No. 17716 dated the 15th September, 1950, on the

machinery of the motorship "Luossa", of Stockholm, No. 67585 in the Register Book.

Repairs effected due to wear and tear:

Starboard Nos. 3 and 4 cylinder liners renewed (worn).

All tubes of the exhaust gas economiser renewed (corroded and leaky).

Safety valves of the economiser renewed (lids and seatings out of order).

Alteration in accordance with Circular No. 1927:

Overflow pipes from the daily service tanks led to No. 5 port double bottom tank and have been provided with non-return valve and sight glass.

Remote controls for fuel tank valves and fuel pumps found or placed in order.

Air- and sounding pipes found in order. ---

The donkey boiler has been provided with steam smothering installation, controlled from deck.

There are 2 á 15-litres, and 4 á 4-litres fire extinguishers placed in the engine room.

Qu. Scriming



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