

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

Received at London office

Date of writing Report *21st July* 19 *43* When handed in at Local Office *21st July* 19 *43* Port of *Malmö*

No. in Survey held at *Malmö* Date, First Survey *15th May* Last Survey *20th July* 19 *43*

7847 on the Machinery of the Wood, Iron or Steel *M/S Luossaa* (No. of Visits *20*)

Gross *5578* Vessel built at *Gothenburg* By whom *P/B Gillaverden* When *1923-3*

Net *2824* Engines made at *—* By whom *—* When *1923*

Nominal *629* Boilers, when made (Main) (Donkey) *1923*

Horse Power Owners *Trafik P/B Grängesberg-Oxelösund* Owners' Address *—*

No. of Main Boilers *✓* Manager *M Waldenström* (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Both* Port *Stockholm* Voyage *✓*

Steam Pressure — in Main Boilers *✓* in Donkey Boilers *100 lbs*

Last Report No. *—* Port *—*

Particulars of Examination and Repairs (if any) *Dry LMC, DBS, TS*

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? *✓*

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

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? *✓*

State latest date of internal examination of each boiler *DB 21.5.1943*

Did the Surveyor examine the Safety Valves of the Main Boiler? *✓* Present condition of funnel(s) *Good*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* 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? *Yes*

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? *Yes*

Has screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *✓* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

Has shaft now been changed? *No* 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 it being efficiently lubricated? *✓*

State date of examination of Screw Shafts *13/6-43* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shafts *-2 7/8*

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

If so, 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*

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

Damage stated to have been caused by amine on a voyage Harburg-Oxelösund on the *12th May, 1943*

The sea connections, sea and inlet valves, propellers and fastenings examined

Both propeller shafts drawn and examined.

The cylinders, cylinder covers with valves pistons piston and connecting rods, crossheads

and bearings, guides, columns, bedplates and holding down bolts, crank-, thrust-

and intermediate shafts of both main engines examined

(To be continued)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible,

in our opinion, to remain as classed in the Register Book with fresh record of

LMC 7.43, DBS 7.43 and notation of Tail shafts P/S seen 7.43.

Survey Fee (per Section 29) *DBS* Kr. 100 = Fees applied for *21st July 1943*

Special Damage or Repair Fee (if any) *Survey of El Jost* Kr. 40 = Received by me, *19*

Travelling expenses (if chargeable) Kr. 470 =

Committee's Minute Kr. 110 =

As noted TUES. 14 SEP 1943

LMC 7.43

DBS 7.43

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

003307-003310-0165 1/2

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.)
<i>LMC 12.39</i>		
<i>DBS 5.42</i>		
<i>TS 06.3.43</i>		

CONTINUOUS SURVEY

Is a Certificate required? If so, to be sent to Yes, Malmö Surv. Office.



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Lloyd's Register
Foundation

Malmö

2168

21st July, 1943

M/s "Luossa", No. 78607 in the Register Book

The manoeuvring and valve gears examined and engines tested under working conditions.

The cylinders, pistons, covers and valves, connecting rods with top and bottom endbrasses, gudgeon pins, crank shafts and bearings, coolers, pipes and connections of both main engine air compressors, manoeuvring compressor and small air compressor examined.

The cylinders, cylinder covers with valves, pistons, connecting rods with top and bottom endbrasses, gudgeon pins, bed plates and crank shaft of all three auxiliary oil engines examined.

The main and auxiliary engine silencers examined.

All starting and injection air receivers examined.

All pumps examined.

The daily fuel oil tanks with fittings and connections examined.

The valves, pipes etc. of the pumping arrangement examined.

The electric installation examined and tested.

DBS:-

The donkey boiler examined in- and externally with mountings and valves and the safety valves adjusted under steam as above.

The oil fuel burning installation for donkey boiler examined and tested.

Repairs effected due to damage:-

1 sea inlet valve and 1 sea outlet valve renewed.

2 blades of port propeller faired.

The oil glands of both propeller shafts adjusted and repacked.

The stern bushes removed, machined and refitted in shaft brackets.

The propeller and intermediate shafts for port and starboard main engines taken to shop, examined in lathe and refitted.

5 intermediate shaft bearing bottom halves on port and 4 ditto on starboard side renewed and shafting placed in line.

The water jackets of main engines tested by water pressure to 2 kg/cm^2 and found tight.

All pistons of main and aux. ^{oil} engines taken to shop, pistons disconnecting from rods, cleaned, cupled up and replaced.

Part of piping of the pumping arrangement renewed.

The crank shaft of aft bilge sanitary pump renewed and pump repaired and overhauled.

The generator for No. 1 aux. oil engine, motors for starboard circ. sea water pump and CO_2 compressor taken to shop, overhauled and repaired.

(To be continued)

Malmö

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21st July, 1943

M/s "Luossa", No. 78607 in the Register Book.

Repairs effected due to wear and tear:-

Main engines:-

The crank shafts of port and starboard main engines lifted, the white metal in port Nos. 1, 5 & 7 main bearing bottom halves and in starboard Nos. 2 & 4 ditto bottom halves and in No. 4 ditto top half renewed and shafts refitted.

The slots in I.P. and L.P. pistons of both main engine compressors turned in lathe and piston rings renewed.

Aux. oil engines:-

The piston gudgeons of all aux. oil engines renewed.

The crank bearing bolts of Nos. 1 & 2 aux. oil engines renewed.

The rotary transformer taken to shop, overhauled and replaced.