

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

(Received at London Office

14 NOV 1927

Date of writing Report 10th November 1927 When handed in at Local Office 10th November 1927 Port of Gothenburg
No. in Reg. Book. 27924 Survey held at Gothenburg Date, First Survey 21st October, Last Survey 4th November 1927
on the Machinery of the Wood, Iron or Steel Twin Screw LUOSSA
Gross 5580 Net 3129 Vessel built at Gothenburg By whom A.B. Götaverken When 1923-3.
Engines made at Gothenburg By whom A.B. Götaverken When 1923-3.
Boilers, when made (Main) (Donkey) 1923.
Owners Erik B. Grangesterg-Oelösund Owners' Address (if not already recorded in Appendix to Register Book).
Managers J. Gölther Port Stockholm Voyage
If Surveyed Afloat or in Dry Dock Both Götaverken
in Donkey Boilers 100th

Last Report No. Port
Particulars of Examination and Repairs (if any) Compl. LMC & DBS.

Medical Surveys, when held, must be reported in detail and serially 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 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

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

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

Do. " Donkey " " " yes

his was not done, state for what reasons?

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?

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

screw shaft now been drawn and examined? yes Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

shaft now been changed? No If so, state reasons

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?

the distance between bearing metal of stern bush and top of after bearing of screw shaft?

Port 12 mm Starboard 2 mm

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

Complete.

The sea connections, propeller shafts, propellers and fastenings examined.

No 4 cylinder, cover with valves and valve gears, piston and piston rod, all connecting rods and their top & bottom end trusses, crossheads and guides, crank shaft and all main bearing trusses, thrust and tunnel shafting of port main engine examined.

No 5 cylinder, cover with valves and valve gears, piston and piston rod, all connecting rods and their top & bottom end trusses, crossheads and guides, crank shaft & all upper halves and No 2, 4, 6 & 8 lower halves of main bearing trusses, thrust and tunnel shafting of starboard main engine examined (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is 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, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.) worthy in my opinion to remain as now classed in the Register Book with fresh records of LMC 9.26, DBS 11.27 and notation of Tail shafts last seen 11/27

Fee (per Section 25) 4/10.00 Fees applied for 10th Nov, 1927
Damage or Repair Fee (if any) (per Section 25.)
Lying Expenses (if chargeable) 5.00 Received by me, 22.11.1927

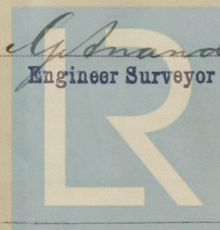
Committee's Minute TUES. 22 NOV 1927

signed + dmb 9.26

DBS 11 27

CERTIFICATE WRITTEN LMC

Engineer Surveyor to Lloyd's Register of Shipping.



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003307-003310-0174

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

The cylinders, covers with valves and valve gears, pistons, connecting rods and their top- & bottom end brasses, crosshead pins, crank shafts and main bearing brasses of the auxiliary engines examined.

The cylinders, pistons, valves, connecting rods with brass crosshead pins and crank pins of the port main engine compressor, auxiliary engine compressors and the manoeuvring air compressor examined.

The working and spare injection air receivers for the auxiliary engines cleaned and examined internally.

The daily fuel tanks with fittings and connections examined.

All auxiliary pumps and the pipes, cocks and valves of the pumping arrangement examined.

The manoeuvring of the engines tested under working condition.

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

Repairs effected due to wear and tear:-

A blade of starboard propeller dressed up at edges.

Port main engine:-

White metal renewed in a lower half of N^o 2 connecting rod top- end brasses, upper halves of N^o 2, 3, 5 & 6 connecting rod bottom- end brasses, and lower halves of N^o 3, 6, 7 & 8 main bearing brasses.

Starboard main engine:-

White metal renewed in a lower half of N^o 6 connecting rod top- end brasses, upper halves of N^o 4 connecting rod bottom- end and N^o 1 main bearing brasses.

Auxiliary engines:-

White metal renewed in lower halves of the two after main bearing brasses of N^o 1 auxiliary engine, all ditto of N^o 2 auxiliary engine and the aftermost ditto of N^o 3 auxiliary engine.

All auxiliary engine compressor HP air cooling coils taken to shop, annealed, tested with water pressure and refitted.

Auxiliary pumps:-

The gear wheel of the forward bilge and sanitary pumps renewed.

The shaft of the after bilge and sanitary pump failed and the pinion refitted to same.

Donkey boiler:-

Safety valve seats renewed.

Several pins in the mountings renewed.

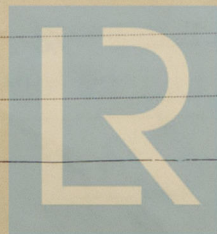
Special Periodical Survey of Oil Engines for 11/20/19
Due 3.27. parts fed 9.26. completed
Dad told screw shafts
examined a number of
small repairs effected.

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

TLN.C.9.26
DBS/11/27

2.11.27

19/11/27



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.