

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

(Received at London Office

13 FEB 1925

Date of writing Report 10th Feb 1925 When handed in at Local Office 10th Feb 1925 Port of Gothenburg

No. in Reg. Book. 76106 Survey held at Gothenburg Date, First Survey 21st Jan Last Survey 2nd February 1925
on the Machinery of the Wood, Iron or Steel Twin Ss. "LUOSSA" (No. of Visits 7)

Tonnage { Gross 5580
Net 3129 Vessel built at Gothenburg By whom A.B. Gotaverken When 1923 - 3
Engines made at Gothenburg By whom A.B. Gotaverken When 1923
Boilers, when made (Main) ✓ (Donkey) 1923
Nominal Horse Power 629
No. of Main Boilers None Owners Safikaktieb-Grangsbug-Verband Owners' Address (If not already recorded in Appendix to Register Book).
No. of Donkey Boilers 1 Managers G. Dillner Port Stockholm Voyage
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both
in Donkey Boilers 100 lbs. (State name of Dock.) Gotaverken

Last Report No. Port

Particulars of Examination and Repairs (if any) LHC(M) 2.24

(Periodical 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 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.)

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 Offered to Owners, Not required.

Was a damage report made by anyone else? If so, by whom? None made.

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

Do. " Donkey " " " No

If this was not done, state for what reasons? Donkey boiler not due for survey.

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has 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

Has shaft now been changed? No If so, state reasons
Is the shaft now fitted new? No 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 the distance between Hgum-vita or bearing metal of stern bush and top of after bearing of screw shaft? Stub 27; Port 1 1/2 %

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 grounding at Lulea on the 25th October 1924, while on a voyage from Lulea to New York.

Both propeller shafts drawn and examined.

Repairs effected due to damage:—

Both propellers taken to shop and blades of same faired.

The bidwass glands overhauled.

The Modified Survey of the Machinery has been held as follows:—

Starb. main engine:—

N^o. 2 & 6 cylinders, covers with valves, pistons with rods, connecting rod top end brasses and crossheads, all connecting rod bottom end brasses, crank pins, main bearing brasses and crank shaft journals and N^o. 2 tunnel bearing examined.

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is worthy in my opinion to remain as now classed in the Register Book with fresh record of LHC(M) 2.25, and notations of Tail shafts last seen 2.25.

Survey Fee (per Section 25) £ 235.00
Special Damage or Repair Fee (if any) £ .90.00
Travelling Expenses (if chargeable) £ /
Fees applied for 10th Feb 1925
Received by me, 14/2/25

Committee's Minute FRI. 20 FEB 1925
Assigned + Lamb (M) 2.25

CERTIFICATE WRITTEN

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Is a Certificate required? If so, to be sent to Surveyor Office, Gothenburg

003307-003310-0177

Port main engine:

N^os 4 & 5 cylinders, covers with valves, pistons with rods, connecting rod top end brasses and crossheads, all connecting rod bottom-end brasses, crank pins, main bearing brasses and crank shaft journals and N^o 2 tunnel bearing examined.

Auxiliary engines:

N^o 2 cylinder, cover with valves, piston, connecting rod with brasses, crosshead pin and crank pin and the after main bearing and crank shaft journal of N^o 1 auxiliary engine examined.

N^o 2 cylinder, cover with valves, piston, connecting rod with brasses, crosshead pin and crank pin and all main bearings and crank shaft journals of N^o 2 & 3 auxiliary engine examined.

The valve gears of the main and auxiliary engines examined as far as practicable and found in good order.

The pumps and air compressors examined as far as practicable and found to work satisfactorily.

All starting and injection air receivers with piping cleaned and receivers examined internally.

The daily fuel tanks and their fittings and connections examined externally.

Repairs effected due to wear and tear:

New white metal fitted in 2 connecting rod bottom-end brasses of starboard main engine and 3 ditto of port main engine.

New white metal fitted in lower half of N^o 1 main bearing of starboard main engine and N^o 3 ditto of port main engine.

The ordinary cast iron valve chests of both main engines replaced by new chests of cast steel. The new chests tested to 75 kg/cm² and found tight. The drain cocks and two safety valves fitted to the starting air piping of each main engine.

N.B. - If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Damage due to grounding.
Screw shafts examined &
propeller blades faired.

Modified survey of oil
Engines due 3.25 Snowfield.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC (M) 2.25.

52.25.

J.D.D.
14/2/25.



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