

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

(Received at London Office)

Date of writing Report 17th April 1948. When handed in at Local Office 17th April 1948. Port of Gothenburg

No. in Reg. Book. 36407 Survey held at Gothenburg Date. First Survey 8th April Last Survey 14th April 1948. on the Machinery of the ~~Wooden~~ Steel Motorship "A R O S" (No. of Visits.....)

Tonnage { Gross 3672 Vessel built at Blyth By whom Blyth Dry Dock and Shipb. Co. Ltd. When 1947
 Net Engines made at Copenhagen By whom A/S Burmeister & Wain When 1947
 Nominal Boilers, when made (Main) --- (Donkey)
 No. of Main Boilers Owners Rederi A-B. Helsingborg Owners' Address ---
 No. of Donkey Boilers Managers Otto Hillerström (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers Port Helsingborg Voyage ---
 in Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat
 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Completion LMC.

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.

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?

" " Donkey " " "

not, state for what reasons

at 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 latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boilers?

the Surveyor examine the Safety Valves of the Donkey Boilers?

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

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

screw shaft now been drawn and examined? No Has it a continuous liner?

it now been changed? If so, state reasons

proved oil retaining appliance fitted at the after end?

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

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

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

me:

All pumps for essential service opened up and examined, viz:- Both main lubricating oil pumps, the three cooling water pumps, ballast-, fuel oil transfer-, electrically driven and main engine driven bilge pumps.

The bilge suction valve manifold for the after holds opened up and examined. As the valves in this hold were of NR type, the lids in the additional NR valves, fitted separately to each suction pipe to the holds, were removed.

The bilge suction from these holds have afterwards been tested and found in order.

Please see Secretary's letter dated the 3rd March, 1948, initialled "E".

Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen, is in good order, and 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., FD, &c.) CS 2,34, and eligible, in my opinion, to be classed +LMC 3,48, as previously recommended by the Newcastle-on-Tyne Surveyors, without special conditions.

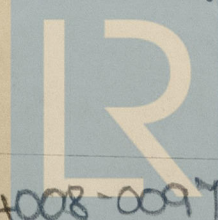
(per Section 29) Fr. 120:00 Fees applied for 17/4 1948
 Damage or Repair Fee (if any) £ : : : Received by me, 19
 Expenses (if chargeable) £ : : :

Committee's Minute

FRI. 23 APR 1948

Deferred - await final report

Engineer Surveyor to Lloyd's Register of Shipping.



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004003-004008-0097

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

Surveyors' office, Newcastle-on-Tyne.

await- F.E. Npt.

Z.Y.
21/6/85.



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