

Frederiksen
S.S. "HOLMENGRÄ" ex "ELFSBORG"

Got. 4938
Mmo. 110
Got. 4300

The engines and boilers of this vessel were built in 1904 by Messrs. J.F. Ahrens, Altona, and Vulcan Werke A.G., Hamburg, respectively, and the vessel classed with the Germanischer Lloyd. The Owners now desire the vessel to be classed with this Society.

A partial survey of the machinery was held by the Gothenburg Surveyors in August, 1919, the scantlings being verified and found in accordance with the plans.

The screw shaft and sea connections were examined at Helsingborg in October, 1919, on account of damage, but the machinery survey was not completed until December last, when the screw shaft was again examined and a boiler survey also held.

Plans of the boilers and pumping arrangements together with particulars of the engines have been forwarded.

The scantlings of the boilers are in accordance with the requirements of the Rules in force, when the boilers were built, for the original working pressure of 13 kgs. per sq. cm. (185 lbs. per sq. inch.)

With engines having cylinders $19\frac{3}{4}$ " x $32\frac{1}{8}$ " and $51\frac{1}{4}$ " diameter by $33\frac{1}{2}$ " stroke, diameter of propeller 12' 3" and screw shaft fitted with a continuous liner, the sizes of the shafting, viz:- crank and thrust $10\frac{1}{16}$ ", intermediate $9\frac{7}{8}$ " and screw shaft 11" diameter meet the requirements of the Rules for the above working pressure.

The plan of pumping arrangements meets the requirements of the Rules, except that the separate bilge suction in the engine room is connected to the main engine bilge pumps instead of to the donkey pump. This arrangement, however, has been accepted in previous cases.

It is submitted that this vessel is eligible for the record L.M.C. 12. 21. C.L.
S. 12. 21.

subject to the inboard shafting and the auxiliary pumps being again examined at the first convenient opportunity.

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