

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

(Received at London Office

Date of writing Report <u>7th Dec. 1921</u> When handed in at Local Office <u>7th Dec. 1921</u>		Port of <u>Gettenburg</u>	
in <u>Survey held at Gettenburg</u>	Date, First Survey <u>28th Nov</u> Last Survey <u>3rd Dec. 1921</u>	(No. of Visits <u>7</u>)	
Book. <u>25</u> on the Machinery of the Wood, Iron or Steel <u>Sc Sr "Holmengrä" a Elfsborg</u> Master	By whom <u>Thiffw. v. Henry Rock</u>	When <u>1904</u>	YEAR. MONTH.
Age { Gross <u>1748</u> Net <u>946</u>	Vessel built at <u>Lubeck</u>	By whom <u>J. F. Ahrens</u>	When <u>1904</u>
Registered { <u>187 NH</u> ie Power }	Engines made at <u>Alma</u>	(Donkey)	
of Main Boilers <u>2</u>	Boilers, when made (Main) <u>1904</u>	Voyage	
of Donkey Boilers <u>None</u>	Owners <u>Aklieb. Nordiska Lloyd (R. Frøding)</u>	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
m Pressure—	If Surveyed Afloat or in Dry Dock <u>Bath</u>	CHARACTER.	
Main Boilers	(State name of Dock.) <u>Elfsborg Floating Dock</u>	* for Special Survey. Date of last Survey and of	Machinery and Boiler Survey (including date of N.E., if any)
Donkey Boilers			

st Report No. _____ *Port* _____
particulars of Examination and Repairs (if any) *Empl. LME & BS*

Medical Surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the use 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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? ☒ Was 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? *Yes*

Donkey " " "

is 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? *yes*

To what pressure were they afterwards adjusted under steam? *185 lbs per sq*

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? *Yes*

the Surveyor examine the drain plugs of the Main Bollers? *Some fitted*

the Surveyor examine all the mountings of the Main Boilers? *Yes*

screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* or two liners? *No* or is it without liners? *✓*

shaft now been changed? *No* If so, state reasons *v*

Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1 in +*

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

The sea connections, sea cocks and valves, propeller shaft, propeller and fastenings examined

The cylinders, pistons, slide valves with casings, all covers and rods, condenser bed plate, main engine pumps, pipes and bilge connections examined.

The boilers examined in- and externally and their safety valves adjusted under steam as above.

Repairs effected due to wear and tear:- HP piston valve cylinder rebored and the piston valve renewed

Stbd boiler: - 3 rivets in seam between stbd furnace and front plate renewed.

Lower half of lignum vitae in stern bask renewed.

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., F.D., &c.)

worthy in our opinion to be classed in the Register Book with record of LMC 8,19 and when the shaftings and auxiliary pumps have been examined to have record of LMC 12,21. The rotation of tail shaft last seen 12,21 to be made in the Register Book.

Way Fee (per Section 25).....	£ 7/ 180.00	Fees applied for 8 th Dec 1921
Local Damage or Repair Fee (if any).....	£ :	
(per Section 25.)		
avelling Expenses (if chargeable).....	£ :	Received by me, 8 th Dec 1921

H. Thomson. *Admdein*
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

ssigned

te
MACHINERY DEPT
WAT 1000

Jan. 12. 21 Subject

FRI. 4 AUG. 1922

FRI. DEC. 29 1902

Lloyd's Register
Foundation

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