

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

(Received at London Office. FRANKF. 28. 1919)

Date of writing Report *20th Nov. 1919* When handed in at Local Office *20th Nov. 1919* Port of *Malindi*

No. in Reg. Book. *12572* Survey held at *Helsingborg* Date, First Survey *9th Oct.* Last Survey *18th Oct. 1919*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Elfsborg"* Master *P. H. Pontoppidan*

Tonnage { Gross *1818* Net *987* Vessel built at *Lübeck* By whom *Schiffbau v. Henry Koch* When *1904*

Registered { Horse Power *152 NHP* Engines made at *Altona* By whom *J. F. Ahrens* When *1904*

No. of Main Boilers *1* Boilers, when made (Main) *(Donkey)*

No. of Donkey Boilers *1* Owners *Rederiaktiebolaget Nord Lloyd, Port Gothenburg* Voyage *✓*

Steam Pressure in Main Boilers *150 lb.* If Surveyed Afloat or in Dry Dock *(State name of Dock.) Helsingborgs Stads Dock*

Last Report No. *Port*

Particulars of Examination and Repairs (if any) *Damage.*

(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? *Not required.* Was a damage report made by anyone else? If so, by whom? *No damage report made.*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Do. " Donkey " " " *No*

If this was not done, state for what reasons? *✓*

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? *yes*

or two liners? *✓*

or is it without liners? *✓*

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

Is the shaft now fitted new? *No*

Has it a continuous liner? *✓*

or two liners? *✓*

or is it without liners? *✓*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *3 in*

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

Examination for damage subsequent to the vessel's grounding at Sandnäsholm on the 24th September 1919, while on a voyage from Limhamn to Finnvidet:—

The sea connections, propeller shaft, propeller and fastenings examined.

Nothing was done to further advance the survey commenced at Gothenburg for notation of L.M.C. in the Register Book.

Please see Gothenburg Surveyors' report on this vessel.

General Observations, Opinion, and Recommendation:— If this machinery be found

(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, S.S. 9, 11, B.C.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.)

eligible for class in the Society's Register Book when this survey has been completed it is recommended that the notation of tail shaft last seen 10.19 be made in the Register Book.

Survey Fee (per Section 25) *£ 30.00*

Special Damage or Repair Fee (if any) *£*

Travelling Expenses (if chargeable) *£*

Fees applied for *Oct 30th 1919*

Received by me, *Nov. 5th 1919*

Committee's Minute

FRI. FEB. 25 1921

Assigned

Deferred

TUE. 10 JAN. 1922

See Minute on
Got 26

Engineer Surveyor to Lloyd's Register of Shipping.

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