

No. 19,383

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

(Received at London Office) 18 SEP 1924

Writing Report 17th Sept 1924 When handed in at Local Office 17th Sept 1924 Port of Barny

Survey held at Barny Date, First Survey 13th Sept Last Survey 15th Sept 1924
(No. of Visits) 2

on the Machinery of the Wood, Iron or Steel Le. Sr. Bravore
Gross 1440 Vessel built at Malmo By whom Kockumth. Aktief. When 1916
Net 862 Engines made at " By whom " When 1916
Donkey Boilers 2 Boilers, when made (Main) 1916 (Donkey) "
Key Boilers " Owners Lundegaard & Stray Imps. Port Larsund Voyage "
Boilers 185 If Surveyed Afloat or in Dry Dock Commercial D.D.C. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Boilers "

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) None

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damaged parts (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where 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 not used? Was a damage report made by anyone else? If so, by whom?

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

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

Were any parts of the Boilers not examined, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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 the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? If so, state reasons _____

Has the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Oil gland.

Is the survey not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Propeller & fastenings of sea connections examined in drydock & found in order.

Captain's attention called to A No 2 - due 2.24. & B No 2 - due 5.24: as he had no instructions to commence the survey in drydock nothing could be done here. The B No 2 will be carried out on arrival at Leith in about 3 weeks time.

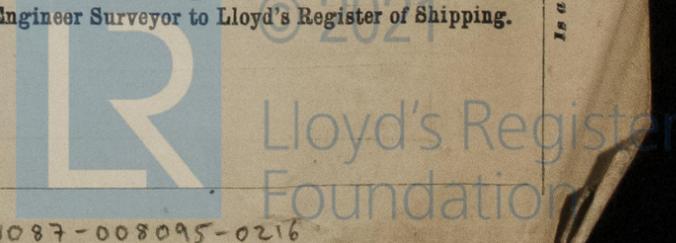
General Observations, Opinion, and Recommendation:— This vessel's machinery as far as seen is in good working order & eligible to remain as classed.

Fee (per Section 26)..... £	Fees applied for
Special Damage or Repair Fee (if any)..... £	19
Printing Expenses (if chargeable)..... £	Received by me,
	19

A. J. Barnett
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 16 DEC 1924

Committee's Minute TUES. 23 SEP 1924
Signed Deferred



008087-008095-0216

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

Is a Certificate required? If so, to be sent to

R.S. due 5. 74 to be held at South
S.S. No. 2 due 2. 74.

It is submitted that
this vessel is eligible to
remain as CLASSED.

WJ
27/9/74

N.B.—If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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