. 9.

No. 21140

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

(Received at London Office 3 - DEC 1954)

ate of writing Report 27th Nov. 19 54. When handed in at Local Office 30th November 1954 Port of GOTHENBURG.

o in Book. Survey held at Gothenburg Date. First Survey 22nd Nov. Last Survey 25th Nov. 1954. (No. of Visits 3.)

58 on the Machinery of the ~~XXXXXXXXXX~~ Steel Steamer "P E T R A"

age { Gross 1371 / Net 793
As Per Rule 133
f Main Boilers 1
" " " 2159
f Donkey Boilers 1
n Pressure—
Main Boilers 160
Donkey Boilers 100

Vessel built at Hoboken By whom Chant Nav. Anversois When 1906 - 9 (Year. Month.)
Engines made at Sunderland By whom N.E.Marine Eng. Co.Ld. When 1906 - 9
Boilers, when made (Main) 1906 - 9 (Donkey) ---
Owners Rederi AB Tre Kronor Owners' Address --- (if not already recorded in Appendix to Register Book.)
Managers Fallenius & Leffler AB Port Stockholm Voyage ---
If Surveyed Afloat or in Dry Dock Fl. dock (State name of Dock.)
Eriksbergs Mek. Verkstads AB

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
+100A1	+IMC 3,52
6,52	BS 8.54
ssSkm.-6,48(Dr.)	TS CL 7,50
ssSbg.-7,52	
Cargo Battens not fitted	
LAID UP - SURVEYS OVERDUE	

t Report No. Port

ticulars of Examination and Repairs (if any) Docking, SR List, TS.

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

mage 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 ---

a damage report made by anyone else? If so, by whom? ---

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

" " Donkey " " " No

, state for what reasons Boilers have been made earlier What parts of the Boilers could not be thus thoroughly examined? ---

special means, in the absence of internal examination, were adopted by the rveyor to assure himself of the thorough efficiency of those parts of each Boiler? ---

latest date of internal examination of each boiler --- Present condition of funnel(s) ---

he Surveyor examine the Safety Valves of the Main Boilers? No To what pressure were they afterwards adjusted under steam? ---

he Surveyor examine the Safety Valves of the Donkey Boilers? No To what pressure were they afterwards adjusted under steam? ---

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No and of the Donkey Boilers? No

the Surveyor examine the drain plugs of the Main Boilers? ---, and of the Donkey Boilers? ---

he Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boilers? No

the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

shaft now been changed? No If so, state reasons --- Has the shaft now fitted been previously used? -- Has it a continuous liner? ---

approved oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft 23rd Nov. 1954. State the wear down in the ern bush Cl.aft 3.2 mm. Is electric light ~~xxxxxxxxx~~ fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

ine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

w done:

The propeller, propeller shaft, stern bush and the outside fastenings of the sea connections examined.

List:

On account of delay in delivery of a new propeller shaft the spare shaft was fitted. As the liner of this shaft s considerably worn in way of stuffing box it is recommended it should be again examined or renewed before end of vember, 1955 (12 mo's limit).

eral Observations, Opinion, and Recommendation:—

(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, etc.)

The machinery of this vessel, as far as now seen, is in good condition and eligible, in my opinion, to remain classed [with fresh record of Tail Shaft seen 11,54,] subject to the propeller shaft being again examined or renewed ore end of November, 1955.(12 mo's limit)

y Fee (per Section 23) TS fee Kr. : 50:-
al Damage or Repair Fee (if any) (per Section 23.) £ : --
lling expenses (if chargeable) £ : --

Fees applied for, 30/11 1954
Received by me, -- 19 --

Gunnar Tenn
Engineer Surveyor to Lloyd's Register of Shipping.

mittee's Minute THURSDAY 16 DEC 1954

gned As now, subject (withhold TS record)

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

Is a Certificate required? If so, to be sent to Not required

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