

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

(Received at London Office 15 MAR 1926)

of writing Report 5/3 in 26 When handed in at Local Office in Port of Copenhagen
 in Survey held at Copenhagen Date, First Survey 28/11 25 Last Survey 15/12 1925
 on the Machinery of the Wood, Iron or Steel "RUTH" (No. of Visits 3)

Gross 670 Vessel built at Limpow, Or. By whom Columbia Eng. Works When 1919-4
 Net 467 Engines made at Augsburg By whom J. V. Hansen Mdrft. When 1919
 Main Boilers 92 Boilers, when made (Main) (Donkey) 1923
 Owners H. Jensen Owners' Address (if not already recorded in Appendix to Register Book)
 Managers - Port Copenhagen Voyage Laid up
 If Surveyed Afloat or in Dry Dock afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report No. - Port -
 Particulars of Examination and Repairs (if any)
 Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. H. 1/3 26
 In damage cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined yes, not required
 Has a damage report made by anyone else? If so, by whom? about a month
 Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 " " " " " " No
 If 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? ✓
 Has the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 Has the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 Has the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 Has the screw shaft now been drawn and examined? No 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? ✓
 Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓
 If Survey is not complete, state what arrangements have been made for its completion and what remains to be done? ✓

CHARACTER. (X for Special Survey, Date of last Survey and of Periodical Surveys)	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.E., if any).
+ 12 A 1		LML-11-23
11-23		DBS-12-23
s.s. Oct. 23		MDB 23
Salted especially treated		T.S. seen 11-23
		Oil Engines

Damage.

In voyage from Ahus to Christiansburg the vessel found the ice at Ornskoldtsund & Skarvaert on the 10th and 11th November 1925 and was afterwards wrecked at Skoyshamn, partly full of water.
 The engine room was stated to have been under water. The main engine was examined throughout and the following recommendations were made:
 The propeller shaft to be drawn in and examined; the stern tube to be specially examined and tested and the bolts securing same tightened up.
 The scavengers to be examined.
 The shafts and tunnel shafts to be stripped and examined and the alignment of the shafting adjusted.
 All 5 main bearing bottom brasses to be reinstalled.

General 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, &c.: thus, for example, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)
 Recommend the vessel's machinery to remain as classed subject to efficient and permanent repairs being effected before the vessel is again put in commission.

Fee (per Section 25) £ 12.3.19 26
 Damage or Repair Fee (if any) (per Section 25.) £ 90.00
 Working Expenses (if chargeable) £ 6.50
 Received by me, 19

Committee's Minute TUES. 23 MAR 1926
 Signed Dejernes
 TUES. 19 OCT 1926
 WED. 3 AUG 1927
 TUES. 19 JUL 1927
 Engineer Surveyor to Lloyd's Register of Shipping.



The damage.
Machinery partly examined
repairs recommended.
Screw shall survey due 11th 1852
said ship.

It is submitted that
this vessel is eligible to
survey in CLASS (H)
Subject to
further examination
& repairs before the
vessel again proceed
to sea.

[Signature]
1852

This Report is copied by copying Press, special 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.

No 1, 2, 3 crank pin top brasses to be re-metalled.
No 3 & 4 crank pin bottom brasses to be renewed.
No 1 piston and No 2 & 4 hot bulbs to be renewed.
The engine holding down bolts to be tested and tightened up.
The lagging of the exhaust pipes to be renewed.
The whole of the auxiliary machinery and the vertical
downy boiler to be opened up for examination and placed in
good working condition.
The whistle to be renewed.

The vessel is at present lying up at this port, the Owner having
not yet decided on the repairs.

[Signature]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.