

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

(Received at London Office 7 MAY 1951)

Date of writing Report 28th April 1951. When handed in at Local Office 30th April 1951. Port of Gothenburg

No in Survey held at Gothenburg Date. First Survey 5th March Last Survey 6th April 1951. (No. of Visits 4)

77947 on the Machinery of the ~~WOODEN~~ Steel Motorship "S V E N S A L É N"

Gross 4892 Vessel built at Gothenburg By whom Eriksbergs Mek. Verkstads A-B. When 1941 - 6
Net 2722 Engines made at Gothenburg By whom Eriksbergs Mek. Verkstads AB When 1941 - 6
Nominal 886 Boilers, when made (Main) (Donkey) 1941 - 6
Horse Power Owners Rederi A-B. Jamaica Owners' Address
No. of Main Boilers 0 Managers Sven Salén Port Stockholm Voyage
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Eriksbergs Mek. Verkstads A-B.
Steam Pressure in Main Boilers in Donkey Boilers 100

Last Report No. Port Particulars of Examination and Repairs (if any) Docking, Alteration, S.R.List.

Periodical Surveys, when held, must be reported in detail and serially 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 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

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

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

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

" " Donkey " " " No

not, state for what reasons DBS was not due 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?

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

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? No 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 Boilers? No

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

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

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

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Has an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

stern bush 1.0 mm. Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

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

Now done:

The propeller and the outside fastenings of the sea connections.

Alteration:

Part of the electric cables in accommodation aft and midship renewed in connection with accommodation alterations.

S.R. List:

New tips of about 400 mm. length welded on two of the spare propeller blades. The other tips dressed up. The spare propeller now fitted, previously used, found marked: LLOYD'S AC No. 1146 AC 6.2.41. The ordinary propeller placed as spare. It is recommended that the insertion regarding the spare propeller be removed from the S.R.List.

Remarks:

It was stated by certificate that the TS survey was carried out at Hong Kong in September, 1950.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34 The machinery of this vessel, as far as now seen, is in good condition and eligible, in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29) S.R.List Kr. 40:00 Fees applied for 30/4 1951 Received by me, 19
Special Damage or Repair Fee (if any) (per Section 29.)
Travelling expenses (if chargeable)

Committee's Minute. Signed As me

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 with freeboard 1,50-9.50		+LMC CS 1,50 1,50 DBS 6,50
ssH.Kg.-5,49		TS CL 7.47 9.50

carrying oil up above 150' in deep tanks. OIL ENGINES CONTINUOUS SURVEY

Engineer Surveyor to Lloyd's Register of Shipping.



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