

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

FEB 26 1940

DISCLOSED

(Received at London Office)

DAY No. 502 SECTION

20898

Date of writing Report 20 February 40 When handed in at Local Office

Port of Bristol

No. in Reg. Book 21474 Survey held at Sharpness on the Machinery of the Wood, Iron or Steel Bullaren

Date, First Survey 9 February Last Survey 14 February 1940 (No. of Visits 2)

Tonnage Gross 5722 Net 3428

Nominal Horse Power 988

No. of Main Boilers

No. of Donkey Boilers 1 PB

Steam Pressure in Main Boilers

in Donkey Boilers 80 lbs

Vessel built at Gothenburg By whom Aktieb. Gotaverken When 1918 5

Engines made at Gothenburg By whom Aktieb. Gotaverken When 1918 5

Boilers, when made (Main) (Donkey) 1918.

Owners Rederiaktieb Transatlant Owners' Address (if not already recorded in Appendix to Register Book.)

Managers J Carlsson Port GOTHENBURG Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. 7380 Port MEL

Particulars of Examination and Repairs (if any) LMC CS advanced 100001. Shelter dk with freeboard 9,39

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
SS. Got. No. 3. 8, 29		+ LMC CS 9, 37
SS. Got. No. 2. - 37		9, 38.
		DBS 8, 39.
		TS. OG. S 9, 34.
		P. 2, 37.

(Periodical Surveys held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, 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

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?

If this was not done, state for what reasons? Donkey Boilers not prepared for survey.

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?

State latest date of internal examination 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 Boilers?

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?

Has 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 shaft now been changed? If so, state reasons 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 shaft now fitted been previously used? State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? See Form YE.

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

Parts now examined:-

Port Main Engine. Nos 1, 5 & 6 crossheads and their bases.

Starboard Main Engine. No 3 crank pin & bases.

Port side cooling water pump.

The foregoing found in good and efficient condition.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as (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.S.M.S. 9,11, & C.M.C. 9,11, or LMC 140 lb., F.D., &c.)

now seen, is in good and efficient condition and it is recommended, that the record of + LMC CS. with fresh date be made in the Register Book when the survey has been completed.

Survey Fee (per Section 20) part LMC CS £ 2 : 2 : 0 Fees applied for 20-2-1940

Special Damage or Repair Fee (if any) (per Section 20.) £

Travelling expenses (if chargeable) £

J. Brooke Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned C.S. As now subject

RECORDED - Surveys delayed Vessel, when last reported, in port in every occupation

TUES. 15 FEB 1944

Lloyd's Register of Shipping

OMIT CLASS ON RE-PRINT.

Is a Certificate required? If so, to be sent to 009278-009286-0039