

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

(Received at London Office)

FEB 26 1940

DISCLOSED

DAY No. 502
SECTION

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

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

No. in Reg. Book. Survey held at Sharpness.

Bullaren

21474 on the Machinery of the Wood, Iron or Steel

Gross 5722
Net 3428

Vessel built at Gothenburg

By whom Aktieb. Gotaverken

Year. Month. When 1918 5

Nominal Horse Power 988

Engines made at Gothenburg

By whom Aktieb. Gotaverken

When 1918 5

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

1918

No. of Donkey Boilers 1 DB

Owners Rederiaktieb Transatlantiska

(if not already recorded in Appendix to Register Book.)

Port Gothenburg Voyage

Steam Pressure in Main Boilers

Managers J Carlsson

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

in Donkey Boilers 80 lbs

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

CHARACTER.
For Special Survey
Date of last Survey and of
Periodical Surveys.Years
assigned
to the
survey.Machinery and Boiler
Surveys
(including date of N.B., if any)

+ LMC CS 9,37

with freeboard 9,39

SS Got. No. 3. 8,29

SS Got. No. 2. 3,37

9,38

DBS 8,39

TS OG S 9,34

P 2,37

Last Report No. 7380 Port MEH

Particulars of Examination and Repairs (if any) LMC CS advanced

Periodical Surveys held, must be reported in detail and scrutiny 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

Present condition of funnel(s)

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

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?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

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

See Form YE.

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 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) £ 2 : 2 : 0

Fees applied for 20-2-1940

Special Damage or Repair Fee (if any) £

Received by me, 19

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

Y. Brooke Smith

Engineer Surveyor to Lloyd's Register of Shipping.

FEB 20 SEP 1940

TUES. 15 FEB 1944

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

OMIT CLASS ON RE-PRINT.

Is a Certificate required? If so, to be sent to 009278-009286-0034