

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

(Received at London Office)

-3 JUL 1931

Date of writing Report 30.6.1931 When handed in at Local Office 30.6.1931 Port of DANZIG

No. in Reg. Book. Survey held at Gdynia

Date, First Survey 26th June Last Survey 24th June 1931

on the Machinery of the Wood, Iron or Steel Sc. Sr. 'EMIL R. BOMAN' (ex Coramian)

Tonnage Gross 1223

Net 411

Vessel built at Middlesbrough

By whom W. Harker & Son

When 1901 - 11 mos.

Nominal Horse Power 131

Engines made at Sunderland

By whom MacCall & Pollock

When 1901

No. of Main Boilers 1

Boilers, when made (Main) 1901

(Donkey) 1901

No. of Donkey Boilers 1

Owners Motala Rederi Aktiebol.

Owners' Address

(if not already recorded in Appendix to Register Book)

Port Sundsvall

Voyage Sundsvall

Steam Pressure in Main Boilers 180 lb

Managers E. A. Enhorning

in Donkey Boilers 90

If Surveyed Afloat or in Dry Dock afloat

(State name of Dock.)

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
not
expiredMachinery and Boiler
Surveys
(including date of N.B., if any)

+100A1

+LMC 4, 24

6, 30

BS 3, 30

ss Hbg. 2nd No. 3-4, 24

TS: N 6, 30

Last Report No. 12315 Port Amst

Particulars of Examination and Repairs (if any) Completion of BS

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 summarized 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?

Is 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?

Do.

Donkey

Was this not done, state for what reasons? It is stated that the main boiler was exd. & found in order at Amsterdam in June this year.

What parts of the Boilers could not be thus thoroughly examined?

None

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?

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?

Is a 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?

Is a 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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General Observations, Opinion, and Recommendation:— It is submitted that this vessel's class be

(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, B.A.M.S. 9, 11, or E.L.M.C. 9, 11, 140 lb., F.D., &c.)

continued in the Register Book with fresh record of BS 6, 31 if the Boiler Survey is now complete

Survey Fee (per Section 29) £ 2 : 0 : 0

Fees applied for
30.6.1931

Special Damage or Repair Fee (if any) £ :

Received by me,
19

Travelling expenses (if chargeable) £ 0 : 10 : 0

Committee's Minute

FRI 10 JUL 1931

Assigned Deferred for No. 1

BS 6, 31

TUE 19 APR 1932

ALTING Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

α 9412-004914-0065

due 4.31 No annexes stated
B S due 3.31 Now completed

N.B.—If this Report is copied by copying Press, especial 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.

It is submitted that
this vessel is eligible for
THE RECORD.

BS 6.31

CB 9.1
9.7

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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