

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

29 JUN 1931

(Received at London Office)

Date of writing Report 26 Jun 1931 When handed in at Local Office 19 Port of AMSTERDAM

No. in Reg. Book. 70123 Survey held at AMSTERDAM Date, First Survey 18 Jun Last Survey 20 Jun 1931  
(No. of Visits 2)

on the Machinery of the WOOD, IRON OR STEEL Sc. Sr. "EMIL R BOMAN"

Tonnage { Gross 1223 Vessel built at Middlesbro' By whom W. Harkess & Son When 1901 -//  
Net 711 Engines made at Sld. By whom Mac Coll & Pollock When 1901

Nominal Horse Power 131 Boilers, when made (Main) 1901 (Donkey) 1901

No. of Main Boilers 1 SB Owners Motala Rederi Aktieb Owners' Address Port Sundsvall Voyage -

No. of Donkey Boilers 1 Managers (E.A. Enhörning)

Steam Pressure in Main Boilers 180 Lb If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers 90 Lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 17381 Port Gms

Particulars of Examination and Repairs (if any) H. B. S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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? Yes

Do. " Donkey " Yes

If this was not done, state for what reasons? Donkey boiler under steam

And what parts of the Boilers could not be thus thoroughly examined? See part of report

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 Lb

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Depth afloat

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Donkey boiler remains to be done in its entirety, this will be done before the vessel returns to this port.

Main boiler examined, internally and externally and found in good working order.

Mountings and fittings overhauled, flue hole down refitted.

Safety valves adjusted under steam to the working pressure.

20130

Am to ship

Insert Character of Ship and Machinery precisely as in the Register Book.

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned now admitted.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1 6-30 ss Hbg. 2nd No 3-4, 27	<input checked="" type="checkbox"/> LMC 4-27 BS 3-30 NTS 6-30 CL.	
CARGO BATTENS NOT FITTED!		

10m. 9.26.—Transfer ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is a Certificate required? If so, to be sent to

### 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, B.&M.S. 9,11, or L.M.C. 9,11, 150 lb., F.D., &c.)

The main boiler of this vessel being now in good and efficient condition. I am of opinion that she is eligible to remain as classed as to have fresh vent of 13.5 p.h. 31, when the donkey boiler has been examined in its entirety.

Survey Fee (per Section 25) £ 24  
Special Damage or Repair Fee (if any) (per Section 25.) £ :  
Travelling Expenses (if chargeable) £ 10

Fees applied for 19  
Received by me, 19

Committee's Minute FRI. 3 JUL 1931

FRI. 10 JUL 1931  
TUE. 19 APR 1932

Assigned Deferred for Comp. B.S.

F. W. Boman  
Engineer Surveyor to Lloyd's Register of Shipping.



009912.009919-0067