

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

FRI. 21 DEC. 1917

(Received at London Office)

Date of writing Report 9 Nov. 19 17. When handed in at Local Office Port of Stockholm

No. in Reg. Book 552 Survey held at Stockholm Date, First Survey 27th Sept. Last Survey 1st. Nov. 1917 (No. of Visits 6)

Tonnage { Gross 1223 Net 711 Vessel built at Middlesbro' By whom W. Harkers & Son When 1901 14

Registered Horse Power 131 NHP Engines made at Sunderland By whom Mac. Coll & Pollock When 1901

No. of Main Boilers 1 Boilers, when made (Main) 1901 (Donkey) 1901 Owners Motala Rederiaktieb./C.A. Arwid-Port Motala. Voyage Ports in the Gulf of Bothnia.

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock on the Finnroda Pontoon Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 90 lbs Condition after damage and spec. per survey of Mch. 1000A1 7.17 LMC 6.13 BS. 7.17

Last Report No. 1701 B Port Skm. Particulars of Examination and Repairs (if any) Damage survey held by the undersigned in the presence of Mr. H. Åberg, Surveyor to the Underwriters

Declined? no Was a damage report made by anyone else? If so, by whom? no, boiler survey not due.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " no

If this was not done, state for what reasons? no

And what parts of the Boilers could not be thus thoroughly examined? no

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? no

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? no

Did the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? no

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no

Did the Surveyor examine the drain plugs of the Main Boilers? no

Did the Surveyor examine all the mountings of the Main Boilers? no

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? no or two liners? yes or is it without liners? no

Has shaft now been changed? no If so, state reasons no

the shaft now fitted new? no Has it a continuous liner? no or two liners? no or is it without liners? no

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 1/8"

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

As the machinery of this vessel was stated to have been badly strained, when vessel struck ground at Löfskär on the 25th September 1917, when she was proceeding on a voyage from Norrköping to Ursviken in ballast, the following examinations were recommended, which have now been done.

The main shafting to be opened up for examination and tail end shaft drawn in, cleaned and examined. All shafts afterwards coupled up and propeller refitted.

All engine bed bolts to be examined and tightened up or renewed, as may be required.

The main steam pipes to be taken in shop, examined, annealed, tested to twice their working pressure and refitted.

The circulating pump, ballast donkey pump and all sea connections to be opened up for examination and afterwards closed or coupled up.

The above parts have all been examined and found in good condition after some slight

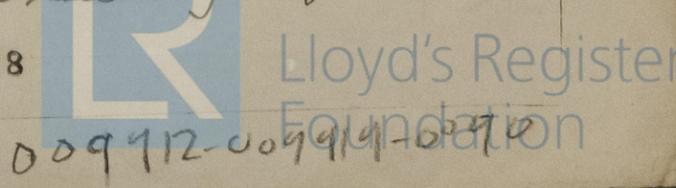
General Observations, Opinion, and Recommendation:— The machinery of this ship is now in good order and safe working condition, and is eligible in my opinion to remain as classed with fresh records of LMC, M.S. 10.17, and notation of tail shaft seen 10.17.

| | | | |
|---|--------------|------------------|--------------|
| Survey Fee (per Section 28) | £ 6 : 0 : 0 | Fees applied for | 2.11. 1917. |
| Special Damage or Repair Fee (if any) (per Section 28.) | £ 8 : 0 : 0 | Received by me, | 2.11. 19 17. |
| Travelling Expenses (if chargeable) | £ 14 : 0 : 0 | | |
| Total | | | |

A. Saksen
Engineer Surveyor to Lloyd's Register of Shipping.
Assisted by Mr. J. M. Ahlstrom.

Committee's Minute FRI. 28 DEC. 1917
Assigned L.M.C. M.S. 11.17 FRI JUN. 28. 1918

MACHINERY CERTIFICATE
WRITTEN 28.6.18



Capt. B. A. Arvidsson, Svedenborgsgatan 4, B, Stockholm, Sweden

Insert Character of ship and Machinery precisely as in the Register Book

If so, to be sent to

009912-009919-0270

repairs /see below/. The main steam pipes have been annealed, tested to 360 lbs. and found tight.

Special periodical survey of Machinery, now carried out:

When this vessel was taken on the Finnboda pontoons for damage repairs to the bottom, the propeller, sternbush, sea connections and their fastenings were specially examined and found in good condition.

The stern shaft has been drawn in, cleaned, specially examined and found in good condition.

The cylinders, pistons, slide valves, crank-, thrust- and tunnel shafts, the air and circulating pumps, feed- & bilge pumps, donkey ballast, donkey feed, small donkey pumps and condenser have been specially examined and found in good condition.

The arrangements of cocks, pipes, bilge suction, roses etc. have been examined and found in good condition.

The spare gear has been examined and found complete.

The boilers were examined in July last and have not now been opened up for survey.

Repairs wear & tear, now done:

Lower strips of lignum vitae in stern bush, found worn, have been renewed.

The safety guards to donkey blow off and small donkey suction valves at ship's side have been renewed and spanners partly renewed.

Air pump top valve seat, found cracked, has been renewed.

The above repairs have been carried out by the Aktieb. Finnboda Varf under my supervision and to my satisfaction.

The workmanship is good.

C. G. Jackson

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*Always through sounding.
Engines Examined + some minor
Repairs Effected.
S.S. No. 1 due 7.18 - Now held
in Engines.*

*It is submitted that
this vessel is eligible for
THE RECORD-L.M.C.*

M. S.M.17

S.10.17 2/11/17



© 2021

Lloyd's Register
Foundation