

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

(Received at London Office)

FRI. 21 DEC. 1917

Date of writing Report 9 Nov. 1917. 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.)

Master C.H. Johansson 07-15

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

No. of Donkey Boilers 1 Owners Motala Rederiaktiebolaget C.A. Arvid-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 Finnboda 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

Last Report No. 1701 B Port Skm. 7.17

Particulars of Examination and Repairs (if any) 7.17

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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Damage survey held by the undersigned in the presence of Mr. H. Åberg, Surveyor to the Underwriters

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? and a copy of report here enclosed.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no, boiler survey not due.

Do. " Donkey " " " " "

If this was not done, state for what reasons?

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?

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 Boiler?

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

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

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? --

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

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

State the distance between lignum vitae 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

(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. 0,11, B.&M.S. 0,11, or L.M. A. 0,11

140 lb., F.D., &c.)

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 25) £ 6 : 0 : 0 Fees applied for 2.11. 1917.

Special Damage or Repair Fee (if any) £ 8 : 0 : 0

(per Section 26.)

Travelling Expenses (if chargeable) £ 14 : 0 : 0 Received by me, 2.11. 1917.

Total

Committee's Minute FRI. 28 DEC. 1917

Assigned + LMC M.S. 11.17

FRI. JUN. 28. 1918

Machinery Certificate

WRITTEN 28.6.18

009912-009919-00970

Lloyd's Register

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Engineer Surveyor to Lloyd's Register of Shipping.

Assisted by Mr. J.M. Ahlstrom.

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

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

M.B.-If this Report is copied by Copying Press, special 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.

*Damage through grounding.
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. 511.17*

S. 10.17 2/17/17



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