

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

(Received at London Office 18 AUG. 1917)

Date of writing Report 30 July 1917 When handed in at Local Office 19 Port of Stockholm.

No. in Reg. Book. Survey held at Stockholm. Date, First Survey 27th June Last Survey 30th July 1917

on the Machinery of the Wood, Iron or Steel S.S. Emil R. Boman. Master C.H. Jönsson 07-15

Tonnage { Gross 1223 Net 711 Vessel built at Middlesbro' By whom W. Harkess & Son. When 1901 11

Registered Horse Power { 131 N.H.P. Engines made at Shields 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 Rederi Aktieb. / C.A. Arvidson Mgr. Port Motala Voyage Neder Kalix

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

Last Report No. Port Cpn. Condition and annual boiler survey.

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned and applied.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	8.16	*LMC 6.13
s.s. Bly. No. 3-7.14.		M.B.S. 7.16.
		D.B.S. 2.16.
		Tailsh. seen 10.15

Particulars of Examination and Repairs (if any)

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. H.S. 9. 17.

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? -

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? Yes. To what pressure were they afterwards adjusted under steam? 185 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 86 lbs.

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? None fitted, and of the Donkey Boiler? None fitted.

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? No or two liners? Yes or is it without liners? -

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

Is 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? 1/16"

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

When this vessel was taken on the Finnboda Pontoons, the propeller, sternbush and fastenings of the sea connections were examined and found in good condition after some minor repairs.

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

The main and donkey boilers have been examined internally and externally and found in good condition after some minor repairs. Electroweldings, previously carried out, now examined and found sound and tight.

All safety valves have been adjusted under steam as above stated.

Repairs wear and tear, now carried out.

Sternbush, Lignum vitae, found worn, has been lifted and partly renewed.

Donkey boiler. 11 plain tubes, found pitted, have been renewed.

A feed water injector has been fitted.

The above repairs have been carried out by the Södra Varfvets Aktiebolag under my supervision

General Observations, Opinion, and Recommendation:— The boilers and machinery of this ship, (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. 1. 9,11 140 lb., F.D., &c.)

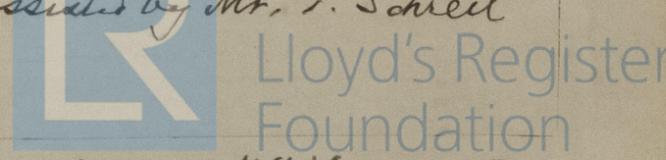
so far as examination goes, are now in good order and safe working condition and are eligible in my opinion to remain as classed with fresh record of B/S. 7.17. and notation of Tail shaft seen 7. 17.

Survey Fee (per Section 28) £ 5 : 15 : 0 Fees applied for 30 July 1917
Special Damage or Repair Fee (if any) (per Section 28.) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, 19

A. Hakson
Engineer Surveyor to Lloyd's Register of Shipping.
Assisted by Mr. Y. Schreil

Committee's Minute FRI. 24. AUG. 1917

Assigned B.S. 17



004912-004919-0093

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

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

and to my satisfaction. The material and workmanship are both good.

A. Jackson

H.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.

*B.S. due 7-17. now held.
It is submitted that
this record is eligible for
THE RECORD. B.S. 7-17.*

*8 7-17
MHA
20/8/17*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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