

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

10 MAR 1956

Date of writing Report 8/3 1956. When handed in at Local Office 8/3 1956. Port of MALMÖ.  
 No in Reg. Book. Survey held at KARLSKRONA. Date. First Survey 24/1 Last Survey 1/3 1956.  
 (No. of Visits 3.)

08641 on the Machinery of the ~~Wadby~~ Steel M/T "ELDAREN"

Tonnage { Gross 508 Vessel built at Slikerveer By whom N.V. Schips v/h De Groot & v. Vliet When 1938 8  
 Net 266 Engines made at Köln-Deutz By whom Humboldt-Deutzmot. When 1938  
 MN 94 Boilers, when made (Main) --- (Donkey) 1938  
 No. of Main Boilers --- Owners Swedish Government (Kungl. Marinförvalt.) Owners' Address ---  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers --- Port Stockholm. Voyage ---  
 Steam Pressure in Main Boilers --- If Surveyed Afloat or in Dry Dock Both.  
 (State name of Dock.) Kkr. Governm.  
 in Donkey Boilers 100 lbs.

Last Report No. Port

Particulars of Examination and Repairs (if any) DBS:-

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.

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?

" " Donkey " " " Yes.

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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?

State latest date of internal examination of each boiler 3.2.56.

Present condition of funnel(s) Good.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

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

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

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

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

## NOW DONE:-

The outside fastenings of sea connections examined.

The propeller and fastening of same examined.

The Donkey Boiler examined in- and externally with mountings and valves and the safety valves afterwards adjusted under steam as above.

The oil burning and steam smothering installations tested under working conditions and found in order.

## 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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34 this The machinery of ship, so far as now surveyed, is eligible in my opinion to remain as classed with record of DBS 2.56.

(DBS & test. of pump)  
 Survey Fee (per Section 23) Kr. 115:- Fees applied for 8/3 1956.  
 Special Damage or Repair Fee (if any) £ : : Received by me, 19.  
 (per Section 23.)  
 Travelling expenses (if chargeable) £ : :  
 Committee's Minute  
 Assigned DBS 3,56

WEDNESDAY - 4 APR 1956

A. Pönnig  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation

011047-011056-0078



DRS. due 4.56. now Rel'd.

It is submitted that this  
vessel is eligible for THE  
RECORD. DRS. 3.56.

*ad*  
*ad*

128 MAR 1956



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