

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

(Received at London Office)

23 SEP 1954

Date of writing Report 21st Sept. 1954. When handed in at Local Office 22nd Sept. 1954. Port of GOTHENBURG

No in Book. Survey held at Gothenburg Date First Survey 10th Sept. Last Survey --- 19 54. (No. of Visits 1.)

3890 on the Machinery of the Wood, Iron or Steel Motor Tanker "P. O. R. I. U. S."

Gross 464	Vessel built at Goole	By whom Goole S.R. & Repg. Co. Id.	Year. Month. When 1944 - 3
Net 172	Engines made at Manchester	By whom Crossley Bros. Id.	When 1944 - 3
As Per Rule 40	Boilers, when made (Main) ---	(Donkey) ---	
Main Boilers 0	Owners Lennart B. Kristensson and others	Owners' Address ---	
Donkey Boilers 1	Managers ---	Port Rönning	Voyage ---
Pressure ---	If Surveyed Afloat or in Dry Dock On Slipway		
Main Boilers ---	(State name of Dock.) AB Göteborgs Varv		
Donkey Boilers ---			

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

HULL	MACHINERY
BS ⁺	MBS ⁺ 8,53
Bulk oil carrier	
For North Sea coasting south of 60° N. & for service in the Baltic	TS OG 2,51
6,53	
ssGot.-8,53	

Report No. Port
Particulars of Examination and Repairs (if any) Docking, TS.
Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and nature of any letters respecting this case.

In 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.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler? Present condition of funnel(s)?

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

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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

Has the 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 10.9.1954 State the wear down in the

shaft bush 0.1 aft 1 mm Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

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

Remarks:

The propeller, propeller shaft, stern bush, oil gland and the outside fastenings of the sea connections examined. The propeller shaft, about 2" long, found hammered loose on one side of the keyway of the propeller shaft. It is recommended that the propeller shaft be renewed before the end of November, 1954, (2 mo's limit), the shaft, in my opinion, efficient meantime.

The donkey boiler mentioned in our report No. 20019 dated August, 1953, has now been opened up and checked and found to comply with plan No. 32446, the photostate copy of which is attached. See also report 5 a. of this boiler now held.

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, etc.)

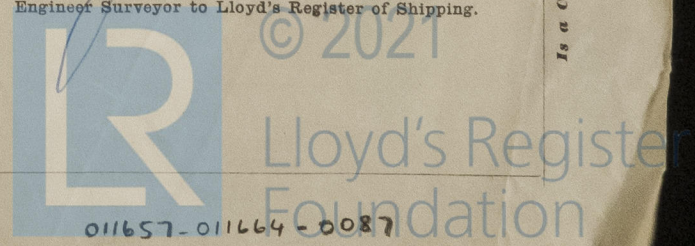
The machinery of this vessel, as far as now seen, is in good condition and eligible, in my opinion, to remain classed with fresh record of Tail Shaft seen 9,54, subject to the propeller shaft being renewed before end of November, 1954 (2 mo's limit).

Fee (per Section 23) Kr. : 35:-	Fees applied for, 22.9.19.54.
Damage or Repair Fee (if any) £ : 1	Received by me, 19.10.54.
(per Section 23.)	
Expenses (if chargeable) Kr. : 8:-	

TUESDAY 19 OCT 1954

Committee's Minute
Deferred (TS record withheld)

Shu Johnson
Engineer Surveyor to Lloyd's Register of Shipping.



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

OIL ENGINES

CONTINUOUS SURVEY

SEE SPL. NOTE 8.5.1. (MACHY.)

TORSIONAL

ENDORSEMENT CASE.

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

FOR C.E.
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