

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

(Received at London Office 11 OCT 1930)

Date of writing Report 8th Oct 1930 When handed in at Local Office 8th Oct 1930 Port of Gothenburg

No. in Reg. Book. 71434 Survey held at Gothenburg Date, First Survey 3rd Oct Last Survey 8th Oct 1930 (No. of Visits 3)

Tonnage { Gross 9718 Net 5860 Vessel built at Gothenburg By whom M. Götaverken When 1930-10

Nominal Horse Power { 724 Engines made at Gothenburg By whom M. Götaverken When 1930

No. of Main Boilers None Boilers, when made (Main) (Donkey) 1930 Owners' Address Port Lärund Voyage

No. of Donkey Boilers 2 Managers If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 (Class Contemplated) Carrying petroleum in bulk.		

Particulars of Examination and Repairs (if any) Damage
Periodical Surveys, when held, must be reported in detail and seriatim 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 residues 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 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? Offered to owner, not required

was a damage report made by anyone else? If so, by whom? None made

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

Do. " Donkey " " " No

When this was not done, 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?

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

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

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

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

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

Was the screw shaft now drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Was the shaft now changed? No If so, state reasons

Was the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 1/2 in

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

Damage stated to have been caused by the port propeller striking a submerged object (probably an anchor chain of a buoy) when vessel on trial trip on the 27th September.
The port propeller examined and the blades of same found slightly bent & scored at after edges.

Repairs effected due to Damage:
Port propeller taken to shop, blades faired and dressed up by means of electric welding and propeller replaced.

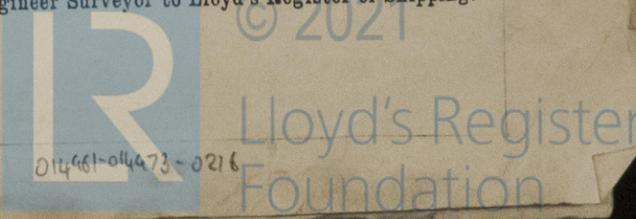
It is recommended that the port propeller be renewed at the Owners convenience.

General Observations, Opinion, and Recommendation: - *The machinery of this vessel (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.C. 9,11, 140 lb., F.D., &c.) is eligible in my opinion to be classed in the Register Book of this Society with notation of +L.M.C. 10.30, subject to port propeller being renewed at Owners convenience.*

Survey Fee (per Section 28)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28)	£	✓	:	✓ 19
Travelling expenses (if chargeable)	£	✓	:	Received by me, 19

Committee's Minute TUE. 21 OCT 1930
Assigned See F.E. Rpt.

A. J. Mander
Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a certificate required? If so, to be sent to Surveyor, Office Gothenburg