

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. 7434 Survey held at Gothenburg Date, First Survey 3rd Oct Last Survey 8th Oct 1930 (No. of Visits 3)
 on the Machinery of the Wood, Iron or Steel Twin "G.C. BRÖVIG"
 Tonnage { Gross 9718 Vessel built at Gothenburg By whom M.B. Götaverken When 1930-10
 Net 5860 Engines made at Gothenburg By whom M.B. Götaverken When 1930
 Nominal Horse Power 724 Boilers, when made (Main) (Donkey) 1930
 No. of Main Boilers None Owners M. Brövig Owners' Address Port Lärund Voyage
 No. of Donkey Boilers 2 Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
 No. of Donkey Boilers 180 lb

Last Report No. Port Particulars of Examination and Repairs (if any) Damage

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 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? ✓

Do. " Donkey " " " No

if this was not done, state for what reasons? ✓

Did what parts of the Boilers could not be thus thoroughly examined? ✓

so 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 Boilers? ✓

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? ✓

Is screw shaft now been 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

Is shaft now been changed? No If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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

Is the Survey 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.A.M.S. 9,11, or 1/2 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 ✓ 19 ✓
 Special Damage or Repair Fee (if any) £ ✓ : : Received by me, 19
 Travelling expenses (if chargeable) £ ✓ : : 19

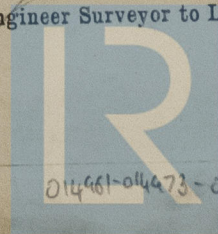
Committee's Minute

Assigned

TUE. 21 OCT 1930

See F.E. Rpt.

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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