

Rpt. 9.

No. 7234.

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

(Received at London Office)

11 MAY 1949

Date of writing Report 10.5.49 When handed in at Local Office 19.49 Port of Stockholm

No. in Survey held at Stockholm Date. First Survey and Last Survey 5.5.49

Reg. Book. 03109 on the Machinery of the ~~Wooden~~ Steel m.s. "BERGSUND"

10510 on the Machinery of the ~~Wooden~~ Steel m.s. "BERGSUND"

Gross 1318 Vessel built at Hill-on-Tees By whom Furness S.B. Co. Ltd. Year. Month. 1948 6

Net 541 Engines made at Genoa By whom Soc. Anon. Ansaldo When 1948

Nominal 329 Boilers, when made (Main) (Donkey) 1948

Horse Power 329 Owners. Stockholms Rederi A/B Svea Owners' Address

No. of Main Boilers 1 Managers Eman. Högborg (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Port Stockholm Voyage

Steam Pressure in Main Boilers 16. If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers 105 16. (State name of Dock.)

Last Report No. 4857 Port

Haw

Particulars of Examination and Repairs (if any) PART LMC/CS/.

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 " " "

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.

Present condition of funnel(s)

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?

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

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.

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

CS-case.

NOW DONE:-

No. 5 main engine cylinder, cover, piston and piston rod examined 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, ES 3,11, H&MS 3,11 *LMC 3,11 or *LMC 140 lb., PD, &c.)

The machinery of this vessel as now seen is in good condition and eligible, in my opinion, to remain as classed, with fresh record of LMC/CS/, with date, on completion of the survey.

Survey Fee (per Section 29) Kr. 30:--

Fees applied for 10.5.49

Special Damage or Repair Fee (if any) £ : :

(per Section 29.)

Received by me,

Travelling expenses (if chargeable) Kr. : 2:20

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Committee's Minute

FRI, 20 MAY 1949

Assigned

As new

M. Lijun
Engineer Surveyor to Lloyd's Register of Shipping

W1006-0110

Lloyd's Register
Foundation

b. S.

It is submitted that this
vessel is eligible to remain
as CLASSED.

W.S.

18.5.49.



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