

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

(Received at London Office)

30 JUL 1941

Date of writing Report **11.7.** 19 **41.** When handed in at Local Office 19 Port of **Stockholm.**
 No. in Reg. Book. **86309** Survey held at **Stockholm** Date, First Survey **12th** Last Survey **20th June, 1941.**
 on the Machinery of the ~~Wood, &c.~~ Steel sc. **"WILHELMINA".** (No. of Visits **8.**)

Tonnage {Gross **1900** 2147 Vessel built at **Sunderland** By whom **J.L. Thompson & Sons Ltd.** Year. Month. When **1894 8**
 Net **131152** Engines made at **d:o** By whom **J. Dickinson** When **1894.**
 Nominal **220** Boilers, when made (Main) **1894**
 Horse Power **2** Owners **Rederi A.-B. Fredrika** (Donkey) **-**
 No. of Main Boilers **2** Managers **Erik Högberg** Owners' Address
 No. of Donkey Boilers **-** (if not already recorded in Appendix to Register Book.)
 Steam Pressure— **160 lb.** Port **Stockholm.** Voyage
 in Main Boilers **160 lb.** ~~Surveyed Afloat~~ and on pontoon at
 in Donkey Boilers **-** (State name of Dock.) **Finnboda Yard.**

Last Report No. **5261** Port **Stockholm.**

Particulars of Examination and Repairs (if any) BS, TS, and Part MS.

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? **Yes.**

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? **-**

If this was not done, state for what reasons? **-**

And what parts of the Boilers could not be thus thoroughly examined? **-**

Also 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 **Stbd. 12.6.41 Port 18.6.41.** Present condition of funnel **good.**

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **160 lb. per sq. inch.**

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? **Yes** , and of the Donkey Boilers? **-**

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

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

Has screw shaft now been drawn and examined? **Yes** 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? **-**

Has 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 date of examination of Screw Shaft **13.6.41** State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft **4 mm.**

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? **No.**

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? **-**

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done **To complete the survey for record of M.S., with date, the main steam pipes to be annealed and tested. The crank- thrust- and intermediate shafts with journals and bearings, all pumps and pumping arrangements to be examined. The condenser to be opened up and examined.**

The survey will be completed at the first convenient opportunity.

NOW DONE AS PART M.S.:-

Vessel placed on pontoon. The propeller, propeller shaft (C.L.), all sea cocks, valves and fastenings of the sea connections examined.

The cylinders, pistons, covers and slide valves examined.

(contd.)

General Observations, Opinion, and Recommendation:-

The machinery of this vessel, as above seen, is, in our opinion, efficient and eligible to remain as now classed in the Register Book and to have fresh records of B.S. 6,41 and C.L. 6,41 now, and of M.S., with date, when the survey has been completed.

Survey Fee (per Section 29) B.S. **Kr. 90:--** Fees applied for **12.7. 19 41.**
 Part M.S. **Kr. 100:--**
~~Special Examination~~ T.S. **Kr. 40:--** Received by me, **19**
 (per Section 29.)

Travelling expenses (if chargeable) **£**

Committee's Minute

Assigned

FRI. 22 AUG 1941

B.S. 6.41

Engineer Surveyor to Lloyd's Register of Shipping.

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machinery of the s.s. "WILHELMINA".

NOW DONE AS B.S.:-

Both boilers examined in- and externally with all mountings, safety valves, manholes, doors, and fastenings. Mountings overhauled.

The safety valves of both boilers adjusted under steam to the pressure stated above.

NOTE:-

Part of this survey has been carried out by Mr. A. Berg, of Stockholm.

Copy of Interim Certificate, as issued to the Owners, is attached hereto.

Folke Cassel.

amruBing

Sheld. No 2 due 641 part held.

It is submitted that
this vessel is eligible for
THE RECORD. PS 641 SB 41

It will be eligible for time 641
on completion of
Engine Survey.

SA

20/8/41

RETAIN

RETAIN



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