

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

(Received at London Office

5 OCT 1949)

Date of writing Report 29th September 1949

When handed in at Local Office 29th September 1949

Port of Gothenburg

No. in Reg. Book. Survey held at Gothenburg

Date. First Survey 30th June Last Survey 1949

(No. of Visits 1)

on the Machinery of the ~~Wood, Iron or Steel~~ Steam Trawler "GRIMSÖ"

Tonnage Gross 351

Vessel built at Selby

By whom Cochrane &amp; Sons, Ltd.

Year. Month

When 1916 - 5

Net 125

Engines made at Hull

By whom Amos &amp; Smith, Ltd.

When 1916 - 5

Nominal 93

Boilers, when made (Main) 1916

(Donkey)

No. of Main Boilers 1

Owners Fiskeri A-B. Grimsö

Owners' Address Fiskhamnen

No. of Donkey Boilers 0

Steam Pressure in Main Boilers 200

Managers Allan Erlandsson

(If not already recorded in Appendix to Register Book.)

Port Gothenburg

Voyage Laid up at Got.

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

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

Last Report No. 1565 Port Rye

## Particulars of Examination and Repairs (if any)

Part BS

(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 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? Yes

" " 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 date of internal examination of each boiler 30th June, 1949

Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? Not adj.

Surveyor examine the Safety Valves of the Donkey Boilers? ---

To what pressure were they afterwards adjusted under steam? ---

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

and of the Donkey Boilers? ---

Surveyor examine the drain plugs of the Main Boilers? None fitted

and of the Donkey Boilers? ---

Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? ---

Screw shaft now been drawn and examined? No

Has it a continuous liner? ---

Is an approved oil retaining appliance fitted at the after end? ---

If 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

Is electric light and apparatus fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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. The safety valves to be adjusted under steam.

The vessel is at present laid up at this port.

Now done:

The main boiler examined internally and externally with safety valves, mountings and superheaters.

**General Observations, Opinion, and Recommendation:**— The machinery of this vessel, as far as now seen, is in good

(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, BS 2,11, B&MS 2,11 or LMC 2,11 or LMC 140 lb., FD, &c.)

condition and eligible, in my opinion, to remain as classed with fresh record of BS 6,49 on completion of the survey.

Survey Fee (per Section 28) £r. 60:00

Fees applied for

29/9 1949

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

(per Section 29.)

Received by me,

Travelling expenses (if chargeable) £ ---:---:---

19---

Committee's Minute

FRI 4 NOV 1949

Assigned

Deferred for Comp. BS

Engineer Surveyor to Lloyd's Register of Shipping.

WEB 1 FEB 1950

Lloyd's Register Foundation

W1087-0084

Not required

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



TUES. 11 APR 1950

Deferred

FRI. 27 OCT 1950

Recd. Laid up  
pending survey

Write Cpm

Slipds

W.D.S.

Post 11/11



© 2020

Lloyd's Register  
Foundation