

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

(Received at London Office OCT 14 1937)

Date of writing Report 4-10-37 When handed in at Local Office 10 Port of Amsterdam

No. in Reg. Book 07209 Survey held at Amsterdam Date, First Survey 3-6-37 Last Survey 1 Oct 1937 (No. of Visits 11)

Tonnage Gross 534 Net 274 Vessel built at Göteborg By whom Göteborgs Rederi AB When 1936-5

Nominal Horse Power 102 Engines made at Trollhättan By whom Nyquist & Holm AB When 1936

No. of Main Boilers 1 Boilers, when made (Main) (Donkey)

No. of Donkey Boilers 1 Owners J. Swan / Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 100 lb. Managers Ed. Beck Port London Voyage Cardiff

If Surveyed Afloat or in Dry Dock Ed. Beck Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage and fitting of engine 100 lb. 10/36

(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. H. 11-9-37)

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 Not required

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor.

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

Donkey " " " " " " ✓

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 ✓ Present condition of funnel Good

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? ✓

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

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 10.9.37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

This vessel is reported to have sustained damage through stranding. It was agreed between the owners representative and the underwriters surveyor to replace the main engine by a new one on account of damage sustained by the engine worn, been flooded several times when the ship was ashore. (Please see Gotthenburg report N° 11421. Eng N° 1056) A new 6 cylinder engine made by Albin, Nyquist & Holm AB at Trollhättan has now been satisfactorily fitted, enamelled under working condition and found in order. Manpowering in order. Screw shaft enamelled and found in order. Stern tube drawn, examined and afterwards replaced in new steam pipe. Propeller and fastenings good. Sea cocks and valves examined and found in order.

General Observations, Opinion, and Recommendation:— The machinery being now in order, I am of opinion that this vessel is eligible to remain as classed with fresh record of FLMC 10-37. NE. 10-37. notation TS seen 9-37

Survey Fee (per Section 29) 65.00 Fees applied for 4.10.1937

Special Damage or Repair Fee (if any) 75.00

Travelling expenses (if chargeable) 3.50 Received by me, 19.10.1937

Committee's Minute FRI 22 OCT 1937

Assigned T. Lamb 10.37 + N.E. 10.37

Surveyor's Signature: J. J. Ochoa Engineer Surveyor to Lloyd's Register of Shipping.

Stamp: **Lloyd's Register Foundation**

Reference: W1176-01312

If so, is the Report sent to the Committee's Minute?

Is a Certificate required? If so, to be sent to the owners' address.

Auxiliary motors, opened out, thoroughly overhauled, examined and found in order.

Pumps opened out examined and found in order.

Wiresets examined and tested by hydraulic pressure and found in order.

Pumping arrangement examined and found in order.

Electric equipment overhauled, motor and dynamos rewound, and switchboards several parts renewed, all examined under working condition & found good.

J. J. Tolwa

Founding damage,
New engine fitted.

It is submitted that
this vessel is eligible for

THE RECORD. ~~11/10/37~~

+ NE 10-37

89-37

Amend engine
particulars & makers
name as given in
I.E. Rept attached

GA

21/10/37



© 2020

Lloyd's Register
Foundation

of wrought iron
Scavenging Air
Auxiliary Eng

4b.
of visiting Ke
the Surve
Engine N
Boiler

H.