

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

SEP 22 1940 SEP 23 1940

Date of writing Report 8th July 1940 When handed in at Local Office 10th July 1940 Port of Gothenburg  
 No. in Reg. Book 41404 Survey held at Gothenburg Date, First Survey 17th June Last Survey 4th July 1940  
 on the Machinery of the Wood, Iron or Steel 1/2 "UNO" (No. of Visits 6)  
 Tonnage { Gross 377 Vessel built at Tikharu By whom N. V. Schep 4th June 1938 When 1938-8  
 Net 193 Engines made at Köln-Deuts By whom Klöckner-Humboldt-Deuts When 1939-12  
 Nominal Horse Power 71 Boilers, when made (Main) (Donkey)  
 No. of Main Boilers None Owners Mr. Bunkner Owners' Address Port Gothenburg Voyage  
 No. of Donkey Boilers None Managers Boch Lindholm  
 Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Boch Lindholm  
 in Donkey Boilers - (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Annual visitation

(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 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 these parts of each Boiler?

State latest date of internal examination 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 Boilers?

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

, 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? Yes

Has shaft now been changed? No If so, state reasons.

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

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

State date of examination of Screw Shaft. State the distance between 1000 bearing metal of stern bush and top of after bearing of screw shaft.

Is electric light and/or power fitted? Yes

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

If so, did the Surveyor examine the generators, meters, 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 Complete.

Now done.

The propeller, propeller shaft, stern bush & fastenings of the sea connections examined.

## Alterations.

The pumping arrangement has now been in accordance with amendments on the plan approved on the 17th January 1940. The fore peak is not suitable for carrying oil. The suction valve for same has been altered to non-return type and a connection has been led from the wash deck service direct to the tank for filling with water ballast.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible to remain as now classed in the Register Book

(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, E.S. 9, 11, B.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

with notation of "Tail shaft seen 6.40."

The mention regarding pumping arrangement to be removed from the Special Reserve list.

Survey Fee (per Section 29) £ 60:00 Fees applied for 10/7 19 40  
 Special Damage or Repair Fee (if any) £ Received by me, 19  
 Travelling expenses (if chargeable) £

Committee's Minute

Assigned

18 OCT 1940

As now Spl. Comd

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W132-0093(112)

Insert Character of Ship and Machinery precisely as in the Register Book

SEE SPL NOTE 8.R.L.

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



Marking of the  $\frac{7}{8}$  "UNO" S<sup>c</sup> 41404 in the Register Book.

The propeller has at the Owners request been replaced by a new propeller with reversible blades made by Mess AB Jönköpings Motorfabrik and in accordance with plans approved as per Surveyor's letter of the 2<sup>nd</sup> May, 1940.

This propeller is made of stainless steel as per copy of casting report attached.

The central hole in the propeller shaft increased from 36 $\frac{1}{2}$  to 39 $\frac{3}{4}$  in.

The propeller tested under working condition and found to work satisfactorily.

G. Brander



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