

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

DEC 28 1939

(Received at London Office)

Date of writing Report 19th Dec. 39 When handed in at Local Office 20th Dec 39 Port of Gothenburg
 No. in Reg. Book 21036 Survey held at Gothenburg Date, First Survey 9th Dec Last Survey 13th Dec 1939
 on the Machinery of the Wood, Iron or Steel 1/2 BOGÖ (No. of Visits 2)
 Tonnage { Gross 1214 Vessel built at Glasgow By whom Lloyd Royal Barge Ltd. Year. Month. 1920 11
 Net 728 Engines made at Glasgow By whom McKie & Baxter When 1920
 Nominal Horse Power 99 Boilers, when made (Main) 1920 (Donkey) -
 No. of Main Boilers 2 Owners Dampsk. Selsk. Baltic Ap Owners' Address -
 No. of Donkey Boilers 1 Manager Chr. Jensen Port Copenhagen Voyage -
 Steam Pressure in Main Boilers 185 lb If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boilers - (State name of Dock.)

Last Report No. 1815 Port Mmo

Particulars of Examination and Repairs (if any) Compl. BS, RR list + 10071 4.39.
 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?

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Year assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
		+LMC 4.37.
		BS 8.38.
		OG 8.38.
SS Bdx. No 3-333.		
SS Pat. No 1-37		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Part, only
 " " Donkey " Harboard boiler examined, at London, August 1939.
 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 Port boiler 9.12.39 Present condition of funnel(s) Good
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes, part To what pressure were they afterwards adjusted under steam? 185 lbs/sq"
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes, part To what pressure were they afterwards adjusted under steam? -
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? None and of the Donkey Boilers? -
 Did the Surveyor examine the drain plugs of the Main Boilers? Yes, part 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? - Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -
 Has shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -
 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 - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft - Is electric light and/or power fitted? No
 Engine parts, when referred to by numbers, should be counted from forward.
 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 Complete

Now done:
Port boiler examined in- and externally with safety valves and mountings and the safety valves of both boilers adjusted under steam as above.
RR-list:
BS now completed.

General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible in my opinion to remain as now classed in the Register Book with fresh record of BS 8.39.
 (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, B.S. 9.11, B.&W.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 60.00 Fees Applied for 10th Dec 39
 Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, -
 Travelling expenses (if chargeable) £ :
 Committee's Minute See Vreck Report
 Assigned -

J. Asprelin
 Engineer Surveyor to Lloyd's Register of Shipping.



W421-0099

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

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