

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

AUG 17 1939

(Revised at London Office)

Date of writing Report 16th Aug. 39. When handed in at Local Office 16th Aug. 39. Port of *Malmö*.
 No. in Reg. Book. 23278. Survey held at *Linnhamm*. Date, First Survey *2*. Last Survey 16th Aug. 1939. (No. of Visits *1*).
 on the Machinery of the *Weld, Iron or Steel* S/S "*Divida*".
 Tonnage { Gross 1546 Vessel built at *Stockholm* By whom *Craig, Taylor & Co.* When 1903-5mo
 Net 896 Engines made at *Lindberland* By whom *N. C. Marine Eng. Co. Ltd.* When 1903
 Nominal Horse Power 168 Boilers, when made (Main) 1903 (Donkey) ✓
 No. of Main Boilers 2 Owners *Rederiet för angf. "Divida"* Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers *Linn Redig* Port *Stockholm* Voyage
 Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)
 in Donkey Boilers ✓

Last Report No. 4929 Port *Skon.*Particulars of Examination and Repairs (if any) *Compl. B.S.*

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? *No*

" " Donkey " *The Donkeys examined at Oscarhamm 7.39.*

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. ✓

Present condition of funnel(s) *Good*

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? *164 lbs. per sq. in.*

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? ✓

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. ✓

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? ✓

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Done done:-

The safety valves of both boilers adjusted under steam as above.

General Observations, Opinion, and Recommendation: *The machinery of this vessel is*
 (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, R.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

eligible, in my opinion, to remain as classed in the Register Book with fresh record of B.S. 7.39.

Survey Fee (per Section 29) *£ 20:00*Special Damage or Repair Fee (if any) *£ 7:00*

(per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for

16th Aug 39

Received by me,

19

FRI. 25 AUG 1939

Adundén
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation