

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

(Received at London Office)

Date of writing Report 26 Nov. 1939 When handed in at Local Office 25th Nov. 1939 Port of Lithuania
No. in Survey held at Lithuania Date, First Survey 17th Nov. Last Survey 1939
eg. Book. 4438 on the Machinery of the Wood, Iron or Steel Single Sc. 2 1/2 "SVARTON" (No. of Visits 1)

Gross 2475 Vessel built at Switzerland By whom P. Thompson & Sons, Ltd Year. Month. When 1906-9
Net 1380 Engines made at — By whom L. Clark, Ltd When 1906
Nominal 229 Boilers, when made (Main) 1906 (Donkey) 1906
Horse Power 2 Owners Trafalgar, Hamburg, Bremen Owners' Address —
No. of Main Boilers 2 Managers M. Waldenström Port Stockholm Voyage —
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry.
Steam Pressure— 180 lb. (State name of Dock.) Lindholm
In Main Boilers 100 lb.
In Donkey Boilers 100 lb.

Last Report No. — Port —

Particulars of Examination and Repairs (if any) Funnel.

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? No

" " Donkey " " " " "

Was this not done, state for what reasons? The boiler was not made ready for survey.

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 latest date of internal examination of each boiler —

Present condition of funnel(s) —

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? —

Is screw shaft now been drawn and examined? No

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? —

Is shaft now been changed? No If so, state reasons —

Is 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 1.52

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

Is electric light and/or power fitted? —

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

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

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

Now done.

The propeller and fastenings of the sea connections examined.

RETAIN

General Observations, Opinion, and Recommendation:—

The machinery of this vessel,

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

as above seen, is eligible in my opinion to remain as now classed in the Register Book without fresh record of Survey.

Survey Fee (per Section 29) £ 1 : Fees applied for 19
Special Damage or Repair Fee (if any) £ : Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : 19

Committee's Minute FRI. 8 DEC 1939

Assigned As none

W438-0005

Sten Olsson
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

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

Is a Certificate required? If so, to be sent to Not required.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

L.H.
7/12/38.



© 2020

Lloyd's Register
Foundation