

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

(Received at London Office JUN 3 1939)

Date of writing Report MAY 30th 1939 When handed in at Local Office 10 Port of STOCKHOLM

No. in Reg. Book 85116 Survey held at STOCKHOLM Date, First Survey 24th May Last Survey 25th May 1939 (No. of Vistas 2)

H-4 on the Machinery of the Wood, Iron or Steel SC. TORO

Tonnage } Gross 1467 Vessel built at MALMÖ By whom KOCKUMS M.V. AKT When 1924-8
Net 817 Engines made at MALMÖ By whom KOCKUMS M.V. AKT When 1934

Nominal Horse Power } 156 Boilers, when made (Main) 1934 (Donkey)

No. of Main Boilers 2 Owners REDERI A/B REX Owners' Address Port STOCKHOLM Voyage

No. of Donkey Boilers 1 Managers K.M. KALLSTRÖM (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
in Donkey Boilers 1

Last Report No. 1763 Port Mmo

Particulars of Examination and Repairs (if any) Damage

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 Offered to Owners.

Was a damage report made by anyone else? If so, by whom? Not required.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " " " " "

If this was not done, state for what reasons? Boilers not due for Survey

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(s) 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 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? 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? -

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 -

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

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.

Repairs effected due to Damage stated to have been caused by a broken junk ring bolt of the HP piston of the main engine while on a voyage from Gdynia to Rönnskär (altered to Skm) on the 24th May 1939. Upper end of the HP piston rod slightly bent. Same taken to Shop, straightened, placed on lathe and ground and replaced on board. All junk ring bolts of the HP piston renewed. The main engine crank shaft in way of HP and IP webs, HP-cylinder, cover, piston and pistonrod of the main engine specially examined and found good.

General Observations, Opinion, and Recommendation:— The machinery of this ship is eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 29) £ : : Fees applied for 31.5 19 39
Special Damage or Repair Fee (if any) (per Section 29.) Kr: 50.00
Travelling expenses (if chargeable) Kr: 5.00

Committee's Minute Assigned As now TUE 20 JUN 1939

Tolke Cassel
Engineer Surveyor to Lloyd's Register of Shipping.

