

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

(Received at London Office)

22 AUG 1924

Date of writing Report Aug 19 19 24 When handed in at Local Office Aug 19 19 24 Port of Göteborg  
 No. in Survey held at Göteborg Date, First Survey Aug. 11 Last Survey Aug 12 19 24  
 Reg. Book. 88805 on the Machinery of the Wood, Iron or Steel SC "FRYKEN" (No. of Vints 2)

Tonnage { Gross 1500  
 Net            Vessel built at Malmo By whom Hockums M. V. Ahlberg When 1924-8  
 Engines made at Malmo By whom Hockums M. V. Ahlberg When 1924  
 Nominal Horse Power { Boilers, when made (Main) 1924 (Donkey)             
 No. of Main Boilers 2 Owners Augf. Ahlberg, Fern Port Kristinehamn Voyage             
 No. of Donkey Boilers 2 Managers Dan Rostrom  
 Steam Pressure in Main Boilers            If Surveyed Afloat or in Dry Dock in Floating Dock  
 in Donkey Boilers            (State name of Dock.) Eriksberg

Last Report No.            Port           Particulars of Examination and Repairs (if any) Damage

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 Offered to Council not required

Was a damage report made by anyone else? If so, by whom? Name madeDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " 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 those parts 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 Boiler?           Did the Surveyor examine the drain plugs of the Main Boilers?           , and of the Donkey Boiler?           Did the Surveyor examine all the mountings of the Main Boilers?           , and of the Donkey Boiler?           Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? NoIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesHas shaft now been changed? No If so, state reasons           Is the shaft now fitted new? No 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 the distance betweenignum-vite or bearing metal of stern bush and top of after bearing of screw shaft? 1 m aboutIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Damage stated to have been caused by a blade of the propeller touching a dolphin at Skainsstad on the 9th Aug. 1924

Repairs effected due to damage:- The propeller of which one blade was found broken off about 15" replaced by the spare propeller and the original propeller placed on board as spare.

The sea connections, propeller and fastenings 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. & E.S. 9, 11, or E.L.C. 9, 11, 140 lb., E.D., &c.)

is worthy, in my opinion, to be classed in the Register Book without fresh record of survey.

Survey Fee (per Section 29)           

Fees applied for  
Aug 19 19 24  
 Received by me,  
            
10

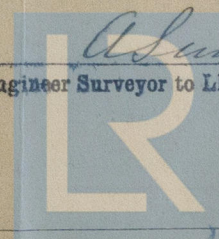
Special Damage or Repair Fee (if any) 14.30.00Travelling Expenses (if chargeable)           Committee's Minute           

FRI 29 AUG 1924

Assigned           

See minute  
on 7th report.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W441-0100



For endorsement see 1<sup>st</sup> Entry Rpt.  
attached.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

WJ  
28/8/24



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