

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

(Received at London Office)

JAN 20 1940

Date of writing Report *16<sup>th</sup> Jan 40* When handed in at Local Office *17<sup>th</sup> Jan 40* Port of *Gothenburg*  
 No. in Reg. Book. *21030* Survey held at *Gothenburg* Date, First Survey *3<sup>rd</sup> Jan* Last Survey *11<sup>th</sup> Jan 1940*  
 on the Machinery of the *Wood, Iron or Steel* *1/2 BODEN* (No. of Visits)  
 Tonnage Gross *4265* Vessel built at *Lunderland* By whom *J. L. Thompson & Sons, Ltd.* Year. Month. *1914 5*  
 Net *1969* Engines made at *Lunderland* By whom *J. Dickinson & Sons, Ltd.* When *1914*  
 Nominal Horse Power *507* Boilers, when made (Main) *1914* (Donkey) *✓*  
 No. of Main Boilers *3* Owners *Trafikaktieb. Grängesberg-Örebro* Owners' Address *Stockholm* Voyage *✓*  
 No. of Donkey Boilers *None* Managers *M. Waldenström* If Surveyed Afloat or in Dry Dock *Afloat*  
 Steam Pressure in Main Boilers *180 lb* in Donkey Boilers *✓*

Last Report No. *12587* Port *Got*Particulars of Examination and Repairs (if any) *BS*

(Periodical Surveys, when held, must be reported in detail and verbatim 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? *Yes*

" " 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? *✓*

State latest date of internal examination of each boiler *Port & 3.1.40, Centre 10.1.40.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *185 lbs/sq"*

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? *Yes*

, and of the Donkey Boilers? *✓*

Did the Surveyor examine the drain plugs of the Main Boilers? *None*

, and of the Donkey Boilers? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

, 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 *✓*

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

Is electric light *✓* power fitted? *Yes*

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *No*

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *No*

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

*Now done:*

*All (3) main boilers examined in and externally with safety valves and mountings and their safety valves 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, B.D.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 now classed in the Register Book with fresh record of BS 1.40.*

Survey Fee (per Section 29) *£ 130-00*

Special Damage or Repair Fee (if any) (per Section 29.) *£*

Travelling expenses (if chargeable) *£ 3-00*

Committee's Minute

Assigned *B.S. 1.40*

Fees applied for *17<sup>th</sup> Jan 40*  
 Received by me, *19*

*J. Aspin* © 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

W.455-0065

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75 and 1.40 held

submitted that

13 of 13 for

24

12/1/40

the majority of this matter is

in my opinion is a case as one classed in the Register of 82 140.



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