

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

(Received at London Office)

26 MAY 1925

Report 23/5 1925 When handed in at Local Office 23/5 1925 Port of Oslo

Survey held at Oslo and Sandefjord. Date, First Survey 3/11 24 Last Survey 18/5 1925 (No. of Visits 18)

Surveyed the Machinery of the ~~Wood, Iron or Steel~~ *Any Iron or Steel* **M/S "GROSHOLM"**

Vessel built at Rødby Havn By whom **Akt. Rødby Havns Jernskibs Værft** When 1920 7

Engines made at *Holby* By whom *A/S Holby Jernskibs Værft* When 1920

Boilers, when made (Main) *✓* (Donkey) 1920

Owners **SkibsA/S Grimstad** Port **Oslo** Voyage **Barry Dock.**

Managers **W.B. Markussen,**

If Surveyed Afloat or in Dry Dock **Fl. dock.** (State name of Dock.) **Framnæs mek. Verksted**

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. Is for Special Survey. Date of last Survey and of Periodical Surveys. | Year Assigned and now expired. | Machinery and Boiler Surveys (including date of N.E., if any). |
|---|--|--|
| +100 A1 4,24 | | +LMG5, 23, Oil Engines KSN 3/24, P5 23/06 |

Years of Examination and Repairs (if any)

Years, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case, should be briefly summarised at the end of the report. State also the date where the Surveyor has not made a special damage report he is required to state whether he has declined services for this purpose, and why they were declined.

report made by anyone else? If so, by whom? **Per Bjørn Røli**

personally go inside each Main Boiler separately and make a thorough examination at this time? *✓*

Donkey *✓*

one, state for what reasons? *✓*

of the Boilers could not be thus thoroughly examined? *✓*

means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

examine the Safety Valves of the Main Boiler? *✓*

examine the Safety Valves of Donkey Boiler? *✓*

examine all the manholes, doors and their fastenings of the Main Boilers? *✓*

examine the drain plugs of the Main Boilers? *✓*

examine all the mountings of the Main Boilers? *✓*

now been drawn and examined? *✓*

been changed? *✓* If so, state reasons *large repairs fitted*

is fitted now? *✓* Has it a continuous lubricator? *no*

between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *✓*

not complete state what arrangements have been made for its completion and what remains to be done? *complete*

The original motors, screw shafts, shaft brackets etc. removed and new motors fitted, see test

ed Stockholm report No. 2511. New screw shaft and spare shaft fitted, see attached Certificate

o. 139.

All sea cocks and valves opened and the sea cocks, valves, piping and the remainder of the

ary engines etc. examined and found in order, see plans of piping arrangement approved on the

February 1925.

Donkey boiler opened cleaned and carefully examined internally and externally, Manholes,

and safety valves and all other mountings examined.

Donkey Boiler examined under steam pressure and the safety valves set to 100 lbs.

Repairs effected:-

1 feed check valve and watergauge cocks for donkey boiler renewed.

Small repairs on piping etc. effected.

Observations, Opinion, and Recommendation:-

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

operation required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, R.S. 9, 11, R.S. H.S. 9, 11, or R.S. H.C. 9, 11,

R.S. &c.)

This vessel's machinery is in good condition in our opinion eligible to be classed

25, screw shafts N 5, 25 and DBS 5, 25

Donkey Boiler

or Repair Fee (if any)

ages (if chargeable)

these amounts were paid on the 19th March last.

e's Minute

Heide & Bjørn Røli
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W473-0194

This is a Certificate required by 20, to be sent to this office.

The machinery examined during fitting onboard and tried under working conditions and found in order and the workmanship is of the best description, The exhaust pipes, from the motors placed 6" from the ~~daily~~ service tanks and well lagged.

Provision has been made for blank flanging the water ballast filling and suction pipes when the ~~deep~~ tank is being used for cargo and for blank flanging the bilge suction pipes, when the tank is being used for water ballast.

It is stated that this vessel had sustained damage to her machinery by grounding at Charlottetown on the 19th August 1924.

Damage as per attached copy of damage report.

Repairs now done due to damage:-

Sea ~~cl~~cks opened and examined.

As new large engines have now been fitted with new screw shafts, Cederwall's glands, etc, the other damage repairs have not been carried out.

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