

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

(Received at London Office) 17 JUN 1936
Date of writing Report 16th June 1936 When handed in at Local Office 16th June 1936 Port of Gothenburg

Survey held at Gothenburg Date, First Survey 13th June Last Survey 1936
253 on the Machinery of the Wood, Iron or Steel S/S STURE (No. of Visits one)

Gross 301 Vessel built at Thorskog By whom P. Larsson When 1915 5
Net 191 Engines made at Thorskog By whom P. Larsson When 1915

Boilers, when made (Main) 1915 (Donkey)
Main Boilers 1 Owners Billeruds Aktie b.
Donkey Boilers — Managers Chr. Storjohann Owners' Address
Pressure 120 lb. If Surveyed Afloat or in Dry Dock afloat (if not already recorded in Appendix to Register Book.)
Donkey Boilers — Port Säffle Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Report No. 10606 Port Got.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned no. or revised.	Machinery and Boiler Surveys (including date of N.B., if any).
- 100 A 1 3.36		- L.M.C. 2.35
S.S Got n=3-2.35		O.G. 1.35

Particulars of Examination and Repairs (if any) Compl. B.S.

Periodical Surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has 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

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

Where a survey was not done, state for what reasons? Boiler examined as per Goth. rpt. No 10606

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?

What is the 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? 122 lb/0"

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the 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 the 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?

What is the latest 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?

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

Now done.
The safety valves of the main boiler adjusted under steam as above.

RETAIN

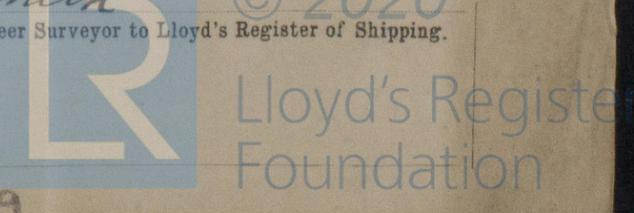
General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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.)
eligible in my opinion to remain as now classed in the Register Book and have record of B.S. 1.36

Fee (per Section 29) £ 15/-
Damage or Repair Fee (if any) £ :
Other expenses (if chargeable) £ :
Fees applied for 16th June 1936
Received by me, 19

Committee's Minute
Signed 1.36
FRI. 26 JUN 1936

R. Lindh
Engineer Surveyor to Lloyd's Register of Shipping.



WS27-0239

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

Is a Certificate required? If so, to be sent to

BS due 2.36 partly held 1.36,
now completed.

If it submitted in 1961
this vessel is eligible for
THE RECORD BS 1.36

L.H.
23/6/36.



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