

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

(Received at London Office)

SAT. 1573

Date of writing Report April 30 1923 When handed in at Local Office April 30 1923 Port of Gothenburg  
 No. in Survey held at Gothenburg Date, First Survey 10<sup>th</sup> Jan. Last Survey 25<sup>th</sup> April 1923  
 g. Book. 24058 on the Machinery of the Wood, Iron or Steel SCSR "STURE" (No. of Visits 8)

Gross Vessel built at Thorskog By whom P. Larsson When 1915 - 5  
 Net Engines made at Thorskog By whom P. Larsson When 1915  
 Registered Horse Power 22 NHP Boilers, when made (Main) 1915 (Donkey)  
 No. of Main Boilers 1 Owners Billeuds. Akkib. Port Saffle Voyage  
 No. of Donkey Boilers 0 If Surveyed Afloat or in Dry Dock Both  
 Steam Pressure 120 lbs (State name of Dock.) Eriksbergs Slipway  
 No. of Donkey Boilers 1

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC 47.5

Periodical Surveys, when held, must be reported in detail and variation 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.

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Year and Month when surveyed.	Machinery and Boiler Survey (including date of N.B., if any).
<u>100 A 1 6.22</u>		<u>LMC 5.20</u>
<u>SS Got. No 1.20</u>		<u>BS 3.22</u>
		<u>TS 3.22</u>

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? By Magistrate Surveyors.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " "

Was this not done, state for what reasons? None

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 125 lbs per sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None filled , and of the Donkey Boiler? Yes

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner No. No liner Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons old shaft condemned Damaged by steel wire. see Sol. Ltr. 11.7.23.

Has the shaft now fitted new? Yes Has it a continuous liner No. No liner Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance betweenignum-vita or bearing metal of stern bush and top of after bearing of screw shaft? 1/2 in. Pedwall's oil gland filled

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Complete

Examination and repairs for damage stated to have been caused by vessel grounding off Karlstad on the 18<sup>th</sup> Dec. 1922, while on a voyage from Falkenberg to Karlstad.

The sea connections, sea cocks and valves, propeller shaft, propeller and fastenings examined.

The cylinders, pistons, slide valves with casings all covers and rods

condensers, bed plate all pumps, pipes, cocks and valves of the pumping arrangement examined.

The boiler examined and its safety valves adjusted under steam as above.

Repairs effected due to damage: - The propeller shaft renewed as per forging report attached. The Pedwall's gland overhauled. Stern bush renewed.

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.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

worthy in my opinion to remain as now classed in the Register Book

with fresh record of LMC 4.23 and to have the notation of tail shaft

new 4.23.

Survey Fee (per Section 88) £ 1.220.00

Special Damage or Repair Fee (if any) £ 1.220.00

Travelling Expenses (if chargeable) £ 19

Fees applied for May 1 1923

Received by me, 19

Committee's Minute FRI JUL 6 1923

Assigned + Ltr. 6.4.23

CERTIFICATE WRITTEN.

Is a Certificate required? If so, to be sent to Surveyors Office, Gothenburg.

W 527-0257

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Grounding damage.  
S.S. No 2 due 5-23 not held.  
Engines replaced after hull repairs  
Screw shaft renewed &  
minor repairs.

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.

It is submitted that  
this vessel is eligible for  
THE RECORD. + due 4-23

S.N. 4-23  
The Surveyor should be  
asked the reasons  
for removing the  
screw shaft as  
this information  
is required for  
record purposes

G.H.  
7-5-23

The engine lifted for repairs to hull and afterwards replaced.  
The crank-shaft skinned in with, main bearings  
adjusted and thrust bearing bars renewed. Feed and help  
pump plungers renewed. All pressure gauges renewed.  
The boiler heated by hydraulic pressure to 160 lbs per sq in and  
found tight. Steam pipes annealed and tested.  
Junction of boiler pipes and cylinders renewed.