

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

(Received at London Office 27 OCT 1933)

Date of writing Report 24th Oct: 1933 When handed in at Local Office in Port of Stockholm

No. in Reg. Book 23190 Survey held at Stockholm Date, First Survey 4-10-33 Last Survey 10-10-1933 (No. of Visits 3)

Tonnage { Gross 1512 Net 814 Vessel built at Helsingborg By whom Helsingborgs Varvs A/A When 1931-8

Nominal Horse Power 145 Engines made at D:o By whom D:o When 1931

No. of Main Boilers 2 Owners Rederiaktieb, Svenska Lloyd Owners' Address Gothenburg Managers K.R. Bökman Port Gothenburg Voyage

No. of Donkey Boilers - Steam Pressure in Main Boilers 209 in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Periodical Surveys, when held, must be reported in detail and seriatim 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? No

Do. " Donkey " " " " -

If this was not done, state for what reasons? Boiler survey not due.

and what parts of the Boilers could not be thus thoroughly examined?

Do 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

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 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?

Is a screw shaft now been drawn and examined? No 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? -

Is a shaft now been changed? - If so, state reasons -

Is 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 Guard ring not removed.

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

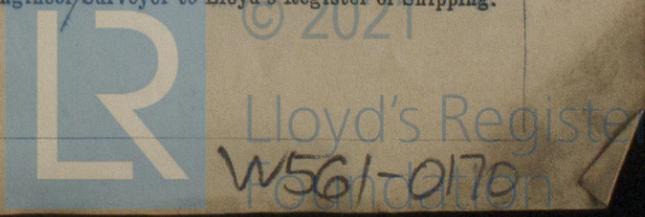
NOW DONE:-

Vessel placed in dry dock. The propeller, aft end of sternbush and all outside fastenings of sea connections examined.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as above seen, is, in my opinion, efficient and eligible to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : Fees applied for 19
Additional Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19
Printing expenses (if chargeable) £ :
FRI. 3 NOV 1933

R. J. Andersson
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Docking.

It is submitted that
this vessel is eligible to
remain as **OLASSED**.

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.

L.L.
31/10/33.

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