

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

(Received at London Office)

MAR 9 1940

Date of writing Report 5-3-40 When handed in at Local Office 19

Port of Rotterdam

No. in Reg. Book. Survey held at 5-3-40

Date, First Survey 16.2.40 Last Survey 3.3.1940

(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel 5/5 "SARITA"

82975 Tonnage

Gross 5824  
Net 3437

Vessel built at Stockholm

By whom Craig, Taylor &amp; Co. Ltd. When 1914-5

Nominal Horse Power 515

Engines made at Sunderland

By whom M.E. Marine Eng. Co. Ltd. When do

No. of Main Boilers 3

Boilers, when made (Main) 1914

(Donkey)

No. of Donkey Boilers 1

Owners A. H. Uglund &amp; Co. Ltd.

Owners' Address (if not already registered in Appendix to Register Book.)

Steam Pressure in Main Boilers 100 lb.

Managers A. H. Uglund

Port Genustadt Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock at Permit

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

Last Report No. 28737 Port Rot

## Particulars of Examination and Repairs (if any) Damage

(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 *Not required*

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

" " Donkey " " "

If this was not done, state for what reasons? *Not due for survey*

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

Present condition of funnel *Good*

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 Boilers?

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

, and of the Donkey Boilers?

Has 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?

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 *Not seen*

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

Is electric light and/or 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*

This vessel's machinery is reported to have sustained damage through heavy weather during her last voyage.

The following repairs were found necessary and were carried out.

Coupling bolt holes in coupling of H.P. and M.P. crankshaft reamed out and new bolts fitted. Pump lever taken ashore, plates faced, rocking shaft and gudgeon shaft renewed. Rocking shaft bridle bottom halves renewed. Pump crankshaft journal built up by welding and returned. All links re-adjusted. Two broken spears of plungers renewed. Main condenser tested. Machinery examined under working condition and now all found in order.

## General Observations, Opinion, and Recommendation:— The machinery being now

(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.)

in order, I am of opinion that this vessel is eligible to remain as classed.

Survey Fee (per Section 29) £ 80.00

Fees applied for

Special Damage or Repair Fee (if any) £

5.3.1940

Travelling expenses (if chargeable) £ 15.00

Received by me,

Committee's Minute

FRI 15 MAR 1940

Assigned

Deferred for

TUE 23 APR 1940

Deferred for  
Examined 12.39  
Rot (Cray)

Lloyd's Register  
Foundation

11-20-0100

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

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