

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

(Received at London Office THU. NOV. 16, 1916)

Date of writing Report *9<sup>th</sup> Nov. 1916* When handed in at Local Office *19* Port of *Stockholm*

No. in Reg. Book *316* Survey held at *Stockholm* Date, First Survey *20<sup>th</sup> Oct.* Last Survey *3<sup>rd</sup> November 1916*  
 (No. of Visits *2*)  
 on the Machinery of the *Wood, Iron or Steel* *S.S. Gerda* Master *N. Sversek 00-07*  
 Tonnage { Gross *775* Vessel built at *Copenhagen* By whom *Kjöbenhavns Flydk. & Skibs.* When *1906 11*  
 Net *455* Engines made at *Copenhagen* By whom *Kjöbenhavns Flydk. & Skibs.* When *1906.*  
 Registered Horse Power *79 NHP.* Boilers, when made (Main) *1906.* (Donkey)  
 No. of Main Boilers *2* Owners *(X. Lauritzen)* Port *Esbjerg* Voyage *Seville via Hemösand*  
 No. of Donkey Boilers *2* If Surveyed Afloat or in Dry Dock *Fimboða Pontoon.*  
 Steam Pressure in Main Boilers *180 lbs.* 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 last Surveyed.	Machinery and Boiler Surveys (including date of S.B., if any).
<i>*100A1</i>	<i>8, 15</i>	<i>LMC</i>
<i>SS Cpn. No 2-15</i>		<i>MS 8, 15</i>
		<i>BS 6, 15</i>
		<i>Oil Supt. 8, 15</i>

Last Report No. *Cpn.* Port *Cpn.*  
 Particulars of Examination and Repairs (if any) *Annual boiler Survey*

Periodical surveys, when held, must be reported in detail and serially 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? *Yes.*  
 Do. " Donkey " " " *none fitted.*

If this was not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *180 lbs.*

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? *Yes*, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? *none fitted*, and of the Donkey Boiler?

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

*The main boilers of this ship have been examined externally and internally and found in good condition, after some minor repairs to the mountings.*

*Repairs wear and tear now done:*  
*Port boiler. port safety valve and valve seat found badly worn. have been renewed.*  
*The safety valves have been adjusted under steam as above stated.*  
*The above repairs have been carried out by the Fimboða Varf, Stockholm under my supervision and to my satisfaction.*

General Observations, Opinion, and Recommendation:— *The boilers of this ship are*  
 (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, E.&U.S. 9, 11, or E.M.C. 9, 11, 140 lb., F.D., &c.)  
*now in good and safe working condition, and are eligible in my opinion to remain classed with fresh record of BS 11.16.*

Survey Fee (per Section 28).....	£ 3 . 10 . 0	Fees applied for <i>4<sup>th</sup> Nov. 1916</i> <i>etc</i> Received by me, 19
Special Damage or Repair Fee (if any) (per Section 28.).....	£ : : :	
Travelling Expenses (if chargeable).....	£ : : :	

Committee's Minute *FRI. NOV. 24, 1916*  
 Assigned *BS 11.16*  
 FRI. 15. DEC. 1916

*A. G. Jackson*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

B.S. due 6.16 now held.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 11.16.

N.B.—If this Report is copied by Copying Press, special 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.

JWD  
17/11/16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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