

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

(Received at London Office

Date of writing Report 6th June 1908. When handed in at Local Office 6th June 1908. Port of Göthenburg

No. in Survey held at Göthenburg Date, First Survey 5th June Last Survey 5th June 1908.

Reg. Book. Supplement 113 on the Machinery of the ~~Wood, Iron or Steel~~ S. S. "Lifa" Master C. W. Thorsell

Tonnage { Gross 542
Net 298

Vessel built at Lödöse By whom Aklieb. Lödöse Tarf When 1908 5

Registered { Horse Power 66

Engines made at Lödöse By whom Aklieb. Lödöse Tarf When 1908

No. of Main Boilers 2 Boilers, when made (Main) 1908 (Donkey) ✓

No. of Donkey Boilers None Owners Hederiaklieb. Concordia Port Göthenburg Voyage

Steam Pressure—15 lbs If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers ✓

(State name of Dock.)

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

CHARACTER, for Special Survey.

DATE WHEN SURVEYED.

Machinery and Boilers Surveyed.

Last Survey No......*Port*

Particulars of Examination and Repairs (if any) *Compl. / of bul.*

(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? _____ also whether any damage report was made, and, if so, by whom? _____

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

Do.	"	Donkey	"
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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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes 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?

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

An additional valve chest with two valves and necessary copper pipes have now been fitted to the main engine bilge pump enabling same to draw from all compartments of the vessel.

10/15/28

Please see Gothenburg Report № 1538.

General Observations, Opinion, and Recommendation:—

General Observations, Opinion, and Recommendation:—
(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. 9,00, B.&M.S. 9,06, or $\frac{7}{8}$ L.M.C. 9,03, 140 lb., F.D., &c.)

The machinery of this vessel is in a good and safe working condition at a working pressure of 125 lbs per sq" and eligible in my opinion to be classed in the Reg. Book of this Society with the notation of \star LMC 508.

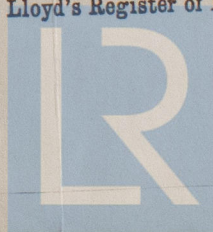
Survey Fee (per Section 25).....	£	✓	✓	Fees applied for _____ 19 _____ Received by me, _____ 19 _____
Special Damage or Repair Fee (if any)..... (per Section 25.)	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute WED. 10 JUN 1908

Assigned

MACHINERY CERTIFICATE
WRITTEN.



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Foundation

VW885-0074

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

Survey for classification for 1st Entry.
Rigging arrangements now
complete.

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. \times L.M.C. 5.08.

$\frac{H.S.}{9.6.08}$ $\frac{H.P. 96.08}{—}$

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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