

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

Received at London Office 9 JUL 1935

Date of writing Report 8th July, 1935. When handed in at Local Office 8th July, 1935. Port of Malmö

Survey held at Malmö Date, First Survey 5th June Last Survey 5th July, 1935

on the Machinery of the Wood, Iron or Steel 1/2 "FAGERFJELL" (No. of Visits 4)

Gross 807 1/2 Vessel built at Malmö By whom Hockmms Mek. V. AB When 1935

Net 4758 Engines made at Malmö By whom Hockmms Mek. V. AB When 1935

Boilers, when made (Main) Akins Dornjell (Donkey) 1935

Owners Olsson & Ugelstad Owners' Address Port Ols

Manager Olsson & Ugelstad (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Voyage Malmö Hads

Donkey Boilers

Particulars of Examination and Repairs (if any) Damage T.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he red his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?

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

Donkey ☒

was not done, state for what reasons? ☒

at parts of the Boilers could not be thus thoroughly examined? ☒

at 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? ☒

test date of internal examination of each boiler ☒

Surveyor examine the Safety Valves of the Main Boiler? ☒ To what pressure were they afterwards adjusted under steam? ☒

Surveyor examine the Safety Valves of Donkey Boiler? ☒ To what pressure were they afterwards adjusted under steam? ☒

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

Surveyor examine the drain plugs of the Main Boilers? ☒ and of the Donkey Boiler? ☒

Surveyor examine all the mountings of the Main Boilers? ☒ and of the Donkey Boiler? ☒

shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

t now been changed? ☒ If so, state reasons ☒

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? ☒

of examination of Screw Shaft 1876-1935 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 mm.

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

Is electric light and power fitted? Yes

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

Examination for damage to the hull by touching ground in the Sound (Boarsbäck) whilst on trial on the 3rd June, 1935.

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

The ballast pump and the after cooling water pump examined.

The engine bed plate and holding down bolts examined.

irs:- The heating coils in the main tanks, partly removed for repairs to the vessel's bottom, have been repacked and tested by hydraulic pressure in place.

One T-piece of the tank piping in No. 7 port main tank removed and the whole of the cargo piping tested by hydraulic pressure.

ral Observations, Opinion, and Recommendation:- The machinery of this vessel is 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 my opinion, to be classed in the Society's Registry Book as recommended in the Malmö 1st Entry Report No. 1366. (Sail shaft over 6.35.)

Damage or Repair Fee (if any) £ 110.00

Expenses (if chargeable) £ 25.7

Fees applied for 8th July, 1935. Received by me, 25-7-35

Committee's Minute FRI. 12 JUL 1935

red As now

56.35

Asunder Engineer Surveyor to Lloyd's Register of Shipping.

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

Is a Certificate required? If so, to be sent to Soc F.E. Apt. M. 1366.

