

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

(Received at London Office

7-7 AUG 1941

Date of writing Report 22nd July, 1941. When handed in at Local Office 22nd July, 1941. Port of MalmöNo. in Reg. Book. Survey held at Malmö Date, First Survey 11th June Last Survey 16th July, 1941. (No. of Visits) 3.

✓ on the Machinery of the Wood, Iron or Steel M/T "MALMÖHUS"

Tonnage (Gross) 10232 Vessel built at Malmö By whom Hockmors Meks. V. A. B. When 1941-7 mo.

(Net) 6185 Engines made at Malmö By whom Hockmors Meks. V. A. B. When 1941

Nominal Horse Power 1556 Boilers, when made (Main) ✓ (Donkey) 1941

No. of Main Boilers ✓ Owners Tralleborgs Angf. Mga Aktieb. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Manager Jark Malmros Port Tralleborg Voyage Land up

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both Malmö Hads.

in Donkey Boilers 180 lbs. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) First Entry.

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? ✓

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

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? ✓

State latest date of internal examination of each boiler Present condition of funnel(s) ✓

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? 185 lbs. 0".

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? ✓ 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft. ✓

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? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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

The propeller and fastenings of sea connections examined.

The main and auxiliary oil engines and pumps tested under full working conditions during 6 hours' trial and found working satisfactory.

The safety valves of the starting air receivers set to the safe working pressure.

The safety valves of the donkey boilers adjusted under steam as above.

The electric installation megger tested and tested under working conditions as per Rule, with satisfactory result.

Copy of Cert. B1, issued in this case, is enclosed.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with fresh record of LMC 7.41.

(Please see Malmö L. & Rpt. No. 2001 of the 10th June, 1941)

Survey Fee (per Section 29) £ ✓ : ✓ : Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ : Received by me,

Travelling expenses (if chargeable) £ : ✓ : 19

Committee's Minute

Assigned

TUE. 26 AUG 1941 TUE. 23 SEP 1941

No action See Memo. J.C. 2001

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Lloyd's Register Foundation

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

Yes Surveyors Office, Malmö.

Summary for classification.
The major portion of the Summary
appears to have been held at Haco
in 6/41 but no report has been
received.
Submitted no action
is necessary.

DA

15/8/41



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