

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

(Received at London Office)

Date of writing Report 1<sup>st</sup> November 1919 When handed in at Local Office 1<sup>st</sup> November 1919 Port of Göteborg  
 No. in Reg. Book. 08849 Survey held at Göteborg Date, First Survey 3<sup>rd</sup> July Last Survey 11<sup>th</sup> October 1919  
 on the Machinery of the Wood, Iron or Steel "Polivia", ex "Kaprima" Master E. Grönwall  
 Tonnage Gross 1677 Vessel built at Newcastle By whom Edwards & B. Co. Ltd. When 1890  
 Net 1021 Engines made at Newcastle By whom H. & J. Marine Eng. Co. Ltd. When 1890  
 Registered Horse Power 174 Boilers, when made (Main) 1890 (Donkey) 1919  
 No. of Main Boilers 2 Owners Federikaholm, Svenska Lloyd, Port Göteborg Voyage   
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock (State name of Dock.) Eriksberg's  
 Steam Pressure in Main Boilers 160 lbs  
 in Donkey Boilers 100 lbs

Last Report No.  Port Particulars of Examination and Repairs (if any) Damage - LMC

(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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.)

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Machine and Boiler Survey (including date of S.S., if any).
<u>100A1-5/19</u>	<u>LMC 9/18</u>
<u>as before 3<sup>rd</sup> July 1919</u>	
<u>as before 1<sup>st</sup> Nov 1919</u>	

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. Service offered but not required Was a damage report made by anyone else? If so, by whom? Magistrate Surveyors

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YesDo. " Donkey " " " New donkey boiler 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? YesTo what pressure were they afterwards adjusted under steam? 164 lbs. per sq. in.Did the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? 105 lbs. per sq. in.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? YesDid the Surveyor examine the drain plugs of the Main Boilers? None fitted, and of the Donkey Boiler? None fittedDid the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? YesWas screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? Yes or is it without liners? YesWas shaft now been changed? Yes If so, state reasons Old shaft corroded at forward end of after liner.Is the shaft now fitted new? Yes Has it a continuous liner? No or two liners? No or is it without liners? YesState the distance between flange of stern bush and top of after bearing of screw shaft? Nil, Cedervall's patent protecting box fitted.If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Damage stated to have been caused by grounding at Gjestingene outside the Norwegian coast on the 17<sup>th</sup> June 1919 while on a voyage from Liverpool to Göteborg.

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

The crank, thrust and tunnel shafting, condenser, bed plate, all pumps, pipes and bilge connections examined.

Damage repairs now done: - Propeller shaft renewed as per forging report attached. Propeller renewed. The stern tube with bushes renewed. Length of stern bush 1395 mm. The crank, thrust and tunnel shafting lifted and the bearings for same readjusted. Shafting refitted in P.T.O.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is 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, or L.M.C. 9, 11, 140 lb., B.D., &c.

eligible in our opinion to remain as now classed in the Register Book with the notation of LMC 10/19 and Tail shaft new 11/19. Notation of NDB 19 to be made in the Register Book. Donkey boiler pressure 100 lbs.

Survey Fee (see Section 20) £100.00Special Damage or Repair Fee (if any) £250.00Travelling Expenses (if charged) £

Fees applied for

1<sup>st</sup> Nov. 1919

Received by me,

19

Committee's Minute TUE. 16 NOV. 1919

TUE. 9 - MAR. 1920

TUE. APR. 19 1921

Assigned

+ LMC 10/19

TUE. MAY. 18 1920

FRI. AUG. 20 1920

FRI. DEC. 3 1920

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

Surveyor's Office, Göteborg.

W382-0183

place and a number of coupling bolts for same renewed. The condenser tube drawn, condenser cleaned and tubes refilled partly new. The feed pump plunger skimmed in lathe and bushes for same received. Donkey boiler blow down cock repacked on shell plating.

The remaining requirements for notation of  $\times$  LMC have also been complied with, viz:-

The cylinders, pistons, slide valves with casings, all covers and rods examined.

The main boilers examined.

Repairs effected due to wear and tear:-

A new spare propeller fitted on board.

Main boilers:- Leaking circumferential seams of shell plating at bottom made tight by means of electric welding. A crack in lower front plate in way of centre furnace of port boiler repaired by means of electric welding. Corrosions in way of lower man hole doors of both boilers made good by means of electric welding. The main steam pipes taken ashore, one flange on same renewed. Pipes annealed and tested to double the working pressure and refitted with new isolation.

A new donkey boiler, as per Glasgow report No 39011 attached, fitted on board this vessel.

Mr. V. Johansson, who is at present on official duties at habuö, has been carrying out part of the above survey.

V. Nilow

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

B. due 9.19 now when two D.B. fitted  
drawn shifting aligned as per  
N.P. - 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  
repairs effected on acc of damage this provides  
them after examined

It is submitted that  
this vessel is eligible for  
THE RECORD.  $\pm$  L.M.C. 10.19

N.S. 10.19 N.D.B 19 w.p. 100 lbs.

10/11/19



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Foundation