

31 MAY 1960

RETAIN

Rpt. 9
Date of writing report 28/5 1960
Survey held at Luleå
Received London
No. of visits 2
Port of Stockholm
No. 12602
First date 6.5.60.
Last date 7.5.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 13556 S.S. "HARALD" Gross tons 190 Date of build 1916
Owners Göteborgs Bogserings & Bärnings AB Managers - Port of Registry Gothenburg
Engines made 1916 By Motala Verkstads Nya AB Type T 3 Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P. 160 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey MBS
Was Damage Report issued? - Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
100A1 tug	IMC 6.58
Docking 6.58	TS (OG) 9.56
S.S. (Dr.) 5.49 7.58	M 6.58
	Sps 8.58
LAID UP - SPECIAL SURVEY INCOMPLETE.	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line: this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers..... Wear Down of Stern Bushes..... Oil Glands..... Sea Connections.....

Fastenings..... Has Screwshaft Tubeshaft been drawn?..... Date of Examination..... Has Shaft been changed?.....

Has Shaft now fitted been previously used?..... Has Shaft now examined/fitted a continuous liner?..... Approved oil gland?.....

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods.....

2 Valves & Gears.....

3 Connecting Rods. { Side.....

Top Ends & Guides { Centre.....

4 Crankpins & { Side.....

Bearings { Centre.....

5 Journals & Bearings.....

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods.....

7 Connecting Rods & Top Ends.....

8 Crankpins & Bearings.....

9 Journals & Bearings.....

10 Coolers & Safety Devices.....

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods.....

12 Connecting Rods & Top Ends.....

13 Crankpins & Bearings.....

14 Journals & Bearings.....

15 Levers.....

16 SCAVENGE BLOWERS.....

17 SUPERCHARGERS.....

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts.....

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES).....

20 STEAM COMPRESSORS.....

21 CLUTCHES & HYDRAULIC COUPLINGS.....

22 REDUCTION GEARING.....

23 THRUST BLOCKS, SHAFTS & BEARINGS.....

24 INTERMEDIATE SHAFTS & BEARINGS.....

25 HOLDING DOWN BOLTS & CHOCKS.....

26 CONDENSERS (MAIN & AUX.).....

27 STEAM RE-HEATERS.....

28 DE-SUPERHEATERS.....

29 STOP & MANŒUVRING VALVES.....

30 MAIN ENGINE DRIVEN PUMPS.....

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES..... Have Main Engines been tested working and manœuvring?.....

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel, as far as now seen, is in good condition and eligible in my opinion, to remain as now classed with fresh record of MBS 5.60, subject to any outstanding conditions of class being dealt with as previously recommended.

THURSDAY 23 JUN 1960
Date of Committee
Decision Defenda In TS
JUN 1960 5.60

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Lloyd's Register
Foundation
Engineer Surveyor to Lloyd's Register of Shipping

003458-0065-0028

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators				l Generators & Governors
b Exciters				m Motors
c Air Coolers				n Switchboards & Fittings
d Motors				o Circuit Breakers
e Air Coolers				p Cables
f Control Gear, Cables, etc.				q Insulation Resistance
g Insulation Resistance				r Steering Gear Generators and Motors
h Insulating Oil Test				s Navigation Light Indicators
i Overspeed Governors				
j Magnetic Couplings				
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN 6.5.60. Good

AUXILIARY, DONKEY or PRESS

Superheaters None

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 160 lbs/sq inch

Spt.

Boiler Securing Arrangements Good

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? None

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? None

Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

LEAVE THIS SPACE BLANK

Survey fees ... Kr. 120:--

Damage fee ...

Expenses... ... Kr. 324:--

Date when A/c rendered 28/5 1960.



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MBS due 6.5.60. now need.
It is submitted that this vessel is eligible to remain as CLASSED, with fresh record at MBS 5.60.

17.6.60.