

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office 14 AUG 1944)

Date of writing Report 10<sup>th</sup> August 44 When handed in at Local Office 14 AUG 1944 Port of London

No. in Survey held at London Date. First Survey 1<sup>st</sup> August 1944 and Last Survey 1<sup>st</sup> August 1944  
(No. of Visits One)

16127 on the Machinery of the Wood, Iron or Steel S.S. "HALVARD BRATT"

Tonnage { Gross 1030 Vessel built at Elbing By whom F. Schichau When 1921  
Net 648 Engines made at do. By whom do. When do.  
Nominal 72 Boilers, when made (Main) 1921 (Donkey) ✓  
Horse Power {  
No. of Main Boilers 2 Owners Angfortys A/B Adolf Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers ✓ Managers A. Bratt & Co. Port Rotherham Voyage   
Steam Pressure 200 lb. in Main Boilers ✓ If Surveyed Afloat or in Dry Dock In Deadman's Dock, Deptford. Particulars of Classification which must be inserted  
in Donkey Boilers ✓ (State name of Dock.) precisely as in Register Book & Supplements.

Last Report No.  Port Particulars of Examination and Repairs (if any) Completion BS.

(Periodical Surveys, when held, must be reported in detail and serially 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 ✓

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? No.

" " Donkey " " " ✓

If not, state for what reasons internally surveyed at Hull 6.44 What parts of the Boilers could not be thus thoroughly examined? ✓

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 Boilers? ✓ To what pressure were they afterwards adjusted under steam? 200 lb/sq. inch.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

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 the screw shaft now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

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 oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the stern bush ✓

Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

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

Now Done:- Boilers examined under steam and Safety Valves adjusted to working pressure as stated above.

It was ascertained that the Boiler Survey was carried out at Hull in 6.44 with the exception of the adjusting of the Safety Valves. The record "Examined LR" 6.44 was awarded at the same time.

General Observations, Opinion, and Recommendation: This vessel, so far as now seen is in

(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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 149 lb., FD, &c.)

good condition and eligible, in my opinion, to remain as classed with fresh record of BS 6.44 as previously recommended.

Survey Fee (per Section 29) £ : ✓ Fees applied for ✓  
Special Damage or Repair Fee (if any) £ : ✓ Received by me, ✓  
(per Section 29.) ✓ Travelling expenses (if chargeable) £ : ✓

Committee's Minute ✓

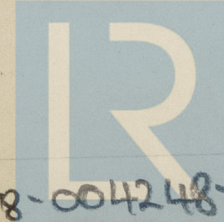
Assigned ✓

TUES. 22 AUG 1944

BS 6.44

A. Thomas.

Engineer Surveyor to Lloyd's Register of Shipping.



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004238-004248-0131



No. du 544 Party met 644  
Completed

It is submitted that  
this vessel is eligible for  
**THE RECORD.**

BS. 644

Then  
18644



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