Rpt. 9.

No. 67331

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

(Received at London Office .....)

Date of writing Report ..... 19..... When handed in at Local Office 5-7-19 43 Port of Glasgow.

No. in Reg. Book. 74931 Survey held at Grangemouth. Date. First Survey 5 Last Survey 30-6-1943. (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel SS HALVARD BRATT

Tonnage { Gross 1030 / Net 648 }

Nominal Horse Power 72

No. of Main Boilers 2 SB

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 200. in Donkey Boilers ✓

Vessel built at Elbing. By whom F. Schichau When (Year. Month.) 1921 —

Engines made at Elbing. By whom F. Schichau. When ✓

Boilers, when made (Main) ✓ (Donkey) ✓

Owners Angfartygs Ab Adolf. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers A Bratt & Co. Port Gothenburg. Voyage ✓

If Surveyed Afloat or in Dry Dock (State name of Dock.) afloat.

Last Report No. ..... Port .....

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Examined 4 R/L 6-42 6.42		BS (200 lb) 5-42. TS(OG) 9-41.

Particulars of Examination and Repairs (if any) pr B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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~~ PORT Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " ✓

If not, state for what reasons ✓ 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 30-6-43. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? Not adjusted.

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? Yes, 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? Yes, and of the Donkey Boilers? ✓

the screw shaft now been drawn and examined? No. Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

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 To complete the boiler survey the safety valves of both boilers remain to be adjusted under steam. It is stated that this will be done on vessels arrival in the Tyne (Surveyor informed) Now done:- Port boiler examined internally and externally together with mountings and safety valves and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed and to have a fresh record of BS 5-43 as recommended in Barry Report No. 24973, when the safety valves of both boilers are adjusted under steam.

(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 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34,

Survey Fee (per Section 29) £ : : Fees applied for ..... 19.....

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, ... 19.....

Travelling expenses (if chargeable) £ : :

Committee's Minute GLASGOW 6 JUL 1943

Assigned Referred for Comp B.S.

M. Dale
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

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0042238-0042248-0142

Noted

Adjust all SPs & complete
BS 5243

14/7/43

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