

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

(Received at London Office 19 JAN 1950)

Date of writing Report 14.1.50 When headed in at Local Office 16.1.50 Port of Bergen

No. in Survey held at Bergen & Haakonshellen Date. First Survey 14/12/49 Last Survey 6/1 1950 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Single screw motor vessel "HAVSTRAND"

Vessel built at stated to be Buckie By whom unknown Year. Month. 1913
 Engines made at Aalesund By whom Hjelset Motorfabrik When 1948
 Boilers, when made (Main) (Donkey) ✓
 Owners Karsten Daae Owners' Address Bergen
 Managers ✓ Port Bergen Voyage Coasting
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Haakonshellen Slip A/S.

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

CHARACTER: B.C. vessel
 * 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)
 Class pending.

Particulars of Examination and Repairs (if any) Outstanding items.

Medical Surveys, when held, must be reported in detail and verbatim 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.

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.

Is 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?

Do the same for Donkey Boilers?

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler.

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

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? no Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the 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 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.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done. Complete - for subject items please refer to below.

Oil fuel tank fittings: new air pipes of 2" dia and provided with wire gauze have now been fitted (dia of filling pipes: 2"). Suction valves made controllable from deck, and self-closing drain cocks fitted. Drip trays fitted under O.F. bunkers.

Pumping arrangement: has been altered in accordance with approved plan (28/12/49). 2 1/2" hand pump for draining hold has now been fitted on deck. 1 1/2" sounding pipe fitted to hold. Upon completion of repairs pumping arrangement tested under working conditions and found in order.

Air receivers: owing to the restricted time and difficulties in obtaining fusible plugs has been recommended to fit same by 4.50.

A copy of cert B1 has been sent to the Oslo Surveyors.

General Observations, Opinion, and Recommendation:—

(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., PD, &c.)

Machinery of this vessel is in good condition and eligible in our opinion to be classed as previously recommended (viz. MBS and tsd. G49), subject to air receivers being provided with fusible plugs by 4.50.

Fee (per Section 29) ✓ : Fees applied for 7/1 1950
 Damage or Repair Fee (if any) KR. 50.- : KR. 58.-
 (per Section 29.)
 Other expenses (if chargeable) KR. 8.- : Received by me, 19.-
 D. A. Røide, B. J. Wilton
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

MBS 6.49 subjed. (with endorsement)

FRI. 3 MAR 1950

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

As a Certificate required? If so, to be sent to this office.

