

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

(Received at London Office)

Date of writing Report 18/11 1949 When handed in at Local Office 19/11 1949 Port of Bergen

No. in Survey held at Bergen & Florvåg Date. First Survey 21/6/49 Last Survey 27/6 1949
Reg. Book. 4 (No. of Visits.....)

✓ on the Machinery of the Wood, Iron or Steel single screw motor vessel "HAVSTRAND" ex "LIZZIE BIRREL"

Tonnage { Gross 93.89 Vessel built at stated to be Buckie By whom unknown When 1913
Net 41.98 Engines made at Oalesund By whom Hjelsel motorfabrik When 1948
Nominal { ✓
Horse Power { ✓
No. of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) ✓
No. of Donkey Boilers ✓ Owners Karsten Daae Owners' Address Bergen
Steam Pressure ✓ (If not already recorded in Appendix to Register Book.)
in Main Boilers ✓ Managers ✓ Port Bergen Voyage Coasting
in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock both
(State name of Dock.) Kleppestø Slipp & Mek. Verksted

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any) classification

(Periodical 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. 5.11.1949)

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? ✓

" " 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 ✓ 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? ✓

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

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 22/6/49 State the wear down in the stern bush negligible Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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 not complete - subject to recommendations as stated below.

Vessel placed on slipway. Propeller, sea connections and their fastenings examined. Screw shaft drawn and examined

Examined Main Engine cylinders, covers, pistons, valves, connecting rods with their top and bottom ends, crank, thrust and intermediate shafts, clutches and reversing gears.

All starting air receivers examined internally and tested to 40 kg/cm².

(Starting air receivers charged by compressed air from Main Engine cylinder)

Separate fuel tanks, pumps and pumping arrangements examined.

Electrical Equipment comprising of one generator (24 Volts, 12 Amps) belt driven from Main Engine and lighting cables and fittings examined and tested as required by the Rules.

The manoeuvring of the Engine tried under working conditions.

The above parts found in good condition except:

Shortcomings: (1) Oil fuel Tank fittings etc., found not in accordance with B.C. Rule

P.T.O.

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, ES 9,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.)

The Machinery of this vessel is eligible in our opinion to be classed MBS and t.s.d. 6, 49, subject to O.F. bunker fittings and pumping arrangement being altered to B.C. Rule requirements and air receivers being provided with fusible plugs before the end of December, 1949.

Survey Fee (per Section 29) KR. 50.-

Special Damage or Repair Fee (if any) ✓ : :
(per Section 29.)

Travelling expenses (if chargeable) KR. 5.-

Fees applied for
26/7 1949
KR. 55.-
Received by me,
13/8 1949

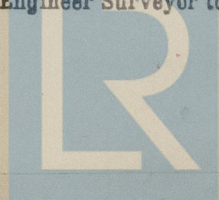
S.A. Ride. B.D. Witteborn.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See minute on
18 Jan 34 22

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requirements. No drip trays fitted.

(2) Pumping arrangement found not in accordance with B.C. Rule requirements.

(3) Air receivers which can be isolated not fitted with safety valves or plugs.

Considering the circumstances and mismanagement of this case by Mr. Andersen former non-exclusive surveyor to B.C. at Bergen it has been recommended that all outstanding items be dealt with by the end of December, 1949.

One copy of Cert. B1 has been sent to the Oslo Surveyors.

S. A. G. Bull.



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