

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

(Received at London Office)

25 SEP 1956

Date of writing Report 24-9-56 When handed in at Local Office 24-9-56 Port of WEST HARTLEPOOL.

No in Reg. Book. Survey held at WEST HARTLEPOOL Date. First Survey 12th Sept. 56 Last Survey 20th Sept. 56
(No. of Visits 3)

62781 on the Machinery of the ~~WYXOON~~ Steel s.s. "HEIMDAL"

Tonnage	Gross <u>4499</u>	Vessel built at <u>Glasgow</u>	By whom <u>D. & W. Henderson & Co. Ltd.</u>	When <u>1928</u>	Month. <u>9</u>
	Net <u>2707</u>	Engines made at <u>Glasgow.</u>	By whom <u>D. & W. Henderson & Co. Ltd.</u>	When <u>1928</u>	Month. <u>9</u>
Nominal Horse Power	-	Boilers, when made (Main) -	(Donkey) -	-	-
No. of Main Boilers	<u>2 SB</u>	Owners <u>Nya Angfartygs A/B Heimdal.</u>	Owners' Address -	-	-
No. of Donkey Boilers	-	Managers <u>Rudolf Hellberg</u>	(if not already recorded in Appendix to Register Book.)	-	-
Steam Pressure in Main Boilers	<u>180 lb.</u>	If Surveyed Afloat or in Dry Dock <u>Afloat, Deep Water Quay.</u>	Port <u>Gothenburg.</u>	Voyage -	-
in Donkey Boilers	-	(State name of Dock.)	-	-	-

Last Report No. 21043 Port Port
 Particulars of Examination and Repairs (if any) Part BS.
 (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)

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)
<u>*100A1</u>		<u>*IMC 9, 55.</u>
<u>2, 56.</u>		<u>BS 9, 55</u>
<u>SS. Got. 3, 56.</u>		<u>TS. CL 9, 55N</u>

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 through examination at this time? Port boiler only.

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? -

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. Port boiler 17-9-56. Present condition of funnels? Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Port boiler only. 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? Port boiler only. 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? Port boiler only. 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. To complete the B.S. the port boiler remains to be examined under steam and the safety valves adjusted, and the starboard boiler remains to be examined in its entirety and the oil fuel installation under working conditions.

Now done:- The port boiler examined in its entirety with the mountings opened and found or placed in safe working order.

Repairs:- Back plate at bottom badly grooved and previously fitted with an external patch plate which was leaking, now cropped out and a new piece flanged and refitted with E.W. joints and screwed stays in way renewed.

Grooving in front end plate at bottom and in bottom of Gourlay necks of furnaces veed out and built up with E.W. Boiler finally examined under a hydraulic test to working pressure and found sound and tight.

No opportunity now afforded to examine this boiler under steam as the vessel sailed on the starboard boiler only in order to make up lost time occasioned by the above repair.

General Observations, Opinion, and Recommendation. —

P.T.O.

(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 CS 3,34)

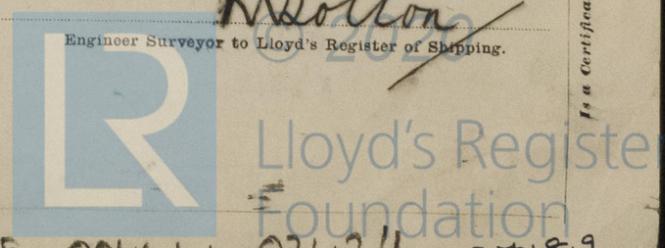
The machinery of this vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of BS 9,56 when the port boiler has been examined under steam, the starboard boiler examined in its entirety, the safety valves of both boilers examined under steam and the oil fuel installation under working conditions, and subject to the console supporting the M.E. attached pump levers being examined before the end of March, 1957, (6 months limit) and to all other outstanding requirements being dealt with as previously recommended.

Survey Fee (per Section 20) <u>Part BS.</u>	£ 5 : - : -	Fees applied for <u>24-9-56</u>
Special Damage or Repair Fee (if any) (per Section 20.)	£ 5 : - : -	
Travelling expenses (if chargeable)	£ : : :	Received by me,

R Bolton
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUESDAY 6 - NOV 1956

Assigned White Owners. As now subject



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

Is a Certificate required? If so, to be sent to

S.S. "HEIMDAL"

S.R.L.:- Repair to console supporting M.E. attached pump levers found to remain efficient and it is recommended that the repair be again examined before the end of March, 1957, (6 months limit).

Interim Certificate issued - copy attached.

Copy of letter 4 attached.

Handwritten signature



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