

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London office

12 FEB 1947)

Date of writing Report 5th February 1947 When handed in at Local Office 8th February 1947 Port of Bergen

No. in Survey held at Haugesund Date, First Survey 18th January Last Survey 29th January 1947
Reg. Book 87929 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "LINDHAUG" ex "KOLSDAL" (No. of Visits 7.)

Tonnage (Gross 1295 Net 759 Nominal 90)
Horse Power
No. of Main Boilers 2
No. of Donkey Boilers ✓
Steam Pressure—
in Main Boilers 185 LB/IN²
in Donkey Boilers ✓

Vessel built at Glasgow By whom Lloyd Royal Belge (Ht. Britain) Ltd. When 1920-3
Engines made at Glasgow By whom Mc. Kie & Baxter. When 1920.
Boilers, when made (Main) 1920. (Donkey) ✓
Owners D/S. A/S. Alf Lindö's Rederi Owners' Address (if not already recorded in Appendix to Register Book.)
Manager Alf Lindö. Port Haugesund. Voyage Denmark.
If Surveyed Afloat or in Dry Dock Both
(State name of Dock) A/S. Haugesunds Mek. Verksted.

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.)
✠ 100 A.1. 10.45.		✠ L.M.C. M.S. 6.37 O.G. 9.43 B.S. 3.45.
S.S. Osl. No. 3-5, 33		
S.S. Osl. No. 1-36		
Examined 7.42.		

Last Report No. Port

Particulars of Examination and Repairs (if any) ✠ L.M.C.

H 9/3. 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? Yes.

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

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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 28th November.

Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 185 LB/IN²

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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? None, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No. If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 6/6-46 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

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

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

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

Vessel placed on slipway and screwshaft drawn in and examined. Propeller, sternbush and oil-containing gland examined. Sea connections and their fastenings examined.

Cylinders, pistons, slide valves, crank, thrust and intermediate shafts, pumps and condenser examined and condenser tested; also the valves, cocks, pipes and strainers of the pumping arrangements examined.

The main boilers and superheaters examined internally and externally together with their principal mountings and the safety valves adjusted under steam to 185 LB/IN².

Main steam pipes removed and examined internally and externally and tested by hydraulic pressure.

Auxiliary steam pipes examined.

Electrical equipment examined and tested as required by the Rules.

General Observations, Opinion, and Recommendation:—

It is recommended that this vessel's machinery and boilers remain as now classed with fresh notation ✠ L.M.C. 1.47 and screwshaft seen 6.46.

Survey Fee (per Section 29) Kr. 380.- Fees applied for
Electrical equipment. Kr. 60.- 11/1. 1947
Special Damage or Repair Fee (if any) Kr. 150.- Kr. 925.-
(per Section 29.) Kr. 25.- Received by me,
Ind. Surveyor C. J. Amundsen Kr. 310.- 19
Travelling expenses (if chargeable)
Committee's Minute

FRI. 14 MAR 1947

Engineer Surveyor to Lloyd's Register of Shipping.

S. A. Ride
Lloyd's Register
Foundation

S/S "LINDHAUG". (MACHINERY.)

Vessel has now been redelivered to owners from Nortraship and I attended the redelivery survey of the machinery at the request of Nortraship.

H.P. & M.P. cylinders bored out a slight skim and new pistons and Lockwood & Carlisle pistonrings fitted.

L.P. pistonrod skimmed off and metallic packing renewed.

H.P. & L.P. guideshoes reinstalled

Condenser waterends and a few condenser tubes renewed.

Valvechest for main engine feedpumps renewed.

Oilcontaining gland for screwshaft overhauled.

Further the machinery has been thoroughly overhauled and placed in good condition.

I visit by Mr. C. J. Amundsen, Hangesund on the 9th. January as I was unable to attend.

1 copy of Cert. B.1 has been sent to the Oslo Surveyors for issue to the Sjøfartskontor.

S. A. Eide.

12 QMAY 1941



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