

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

(Received at London Office

Date of writing Report 20th August, 1949 When handed in at Local Office 1949

Port of Kiel 25 OCT 1949

No. in Survey held at KIEL Date. First Survey 16th August Last Survey 19th August 1949  
Reg. Book. 12008 on the Machinery of the ~~Heimann~~ Steel "HEIKA" (No. of Visits 2)

Tonnage { Gross 1388 Vessel built at Sunderland By whom Swan, Hunter & Wigham Richardson  
Net 744 Engines made at Sunderland By whom Swan, Hunter & Wigham Richardson, Ltd.  
Nominal - Boilers, when made (Main) 1931 (Donkey) -  
Horse Power - Owners A/S Heitmann's Rederi Owners' Address -  
No. of Main Boilers 2 Managers H. Heitmann & Son, Port Oslo Voyage -  
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Floating Dock Flensburg  
Steam Pressure - in Main Boilers 180 lb (State name of Dock.) Schiffsbauages.  
in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Boiler Repairs &amp; T.S.

(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.)

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? no

" " 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? yes Is an approved oil retaining appliance fitted at the after end? no

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 17th August 1949 State the wear down in the stern bush close 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

NOW DONE: Vessel placed on dry dock, examined propeller, screw shaft (drawn), stern bush, sea cocks and valves and outside fastenings.

Repairs now effected:

Stern bush rewooded.

Port boiler Port box 73 plain tubes renewed.

starboard box 29 plain tubes renewed.

Upon completion, the boiler was tested hydraulically to 150 lb  $\frac{1}{2}$ " and found satisfactory.

General Observations, Opinion, and Recommendation:— This vessel has now been classed with Norske Veritas,

(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 or LMC 9,11 or LMC 140 lb., FD, &c.)

and the above is forwarded for the information of the Committee.

Survey Fee (per Section 29) T.S. £ 4 : 0 : 0 Fees applied for

Blr. £ 5 : 5 : 0

Special Repair Fee (if any) (per Section 29.) £ 2 : 10 : 0

Travelling expenses (if chargeable) £ 2 : 10 : 0

Committee's Minute TUES. 22 NOV 1949

Assigned See Rpt 8

Engineer Surveyor to Lloyd's Register of Shipping.

011001-011010-0144

Lloyd's Register Foundation



Noted.

Class withdrawn 9.49.

L.Y.  
18.11.49



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