

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

Date of writing Report 27/3 1953 (Received at London Office 30 MAR 1953)
 When handed in at Local Office 27/3 53 Port of HELSINGBORG.
 Survey held at Landskrona Date First Survey 11th March Last Survey 21st March 1953
 50905 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "ALLAN". (No. of Visits 7)

Gross 1295 Vessel built at Dundee By whom Dundee Shipbuilders Co When 1900 8mo
 Net 720 Engines made at d:o By whom Cooper & Greig When 1900
 Nominal 133 MN Boilers, when made (Main) 1900 (Donkey) made 00 refitted 26
 Power Main Boilers 1SB Owners Rederi A/B Allan Owners' Address -
 of Donkey Boilers 1 Manager Harry Persson (If not already recorded in Appendix to Register Book.)
 Main Pressure Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Both Port Landskrona Voyage -
 Donkey Boilers 80 lb (State name of Dock.) Landskrona

Report No. Port
 Particulars of Examination and Repairs (if any) General Ex. for postpone-
 ment of SS. Also Pt BS.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
 of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides
 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and
 of any letters respecting this case Hbg.ltr. 4 & 14.3.53; Secr.cable 7.3.53 and
 Secr.ltr. "Classm.(S)" 16.3.53.

Image 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 -

damage report made by anyone else? If so, by whom? -

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Donkey " " No

State for what reasons Not ready for survey 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 Main boiler 13.3.53.

Surveyor examine the Safety Valves of the Main Boilers? Yes Present condition of funnel(s) Good
 To what pressure were they afterwards adjusted under steam? 180 lbs.

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? None , and of the Donkey Boilers? -

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

screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

brush - Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete BS: The donkey boiler
 be examined and its safety valves to be adjusted under steam.

was stated that the Boiler Survey will be completed at the first convenient opportunity.

DONE: The vessel placed on floating dock. The propeller and the outside fastenings examined.
 The machinery examined under working conditions and found to work satisfactory.

The electric circuits megger-tested.

The condenser opened up and examined.

The cocks, valves and strainers of the pumping arrangement opened up and examined and
 the bilge pumping subsequently tested under working condition and found to work satisfactory.

No parts of the machinery, except the condenser, opened up for voyage repairs on this
 occasion. It was ascertained from the Chief Engineer and the engine log book that no repairs
 have been effected to machinery since in April, 1952, at Kiel. It was further ascertained that
 the general behaviour of the machinery, with exception of the bilge pumping and the condenser,

al Observations, Opinion, and Recommendation: (See Continuation).

(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
 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

submitted the machinery of this ship is eligible to remain as classed, with fresh record of
 3.53 when the donkey boiler has been examined and its safety valves have been adjusted under
 steam, subject to port and starboard combustion chamber backplates (buckled) and to E.W. to lower
 of forward end of main boiler be again examined and dealt with as found necessary before the
 end of December, 1953 (9 months limit).

Fee (per Section 29) Kr. 215:00 Fees applied for 27/3 1953
 Damage or Repair Fee (if any) - Received by me, -
 (per Section 29.)
 Selling expenses (if chargeable) -

Committee's Minute

igned

Engineer Surveyor to Lloyd's Register of Shipping.



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W1643-0133C(12)

s.s. " ALLAN ", No. 50905 in the Register Book.

during the preceeding voyages, has been good.

As a consequence of the behaviour of the bilge pumping, the cocks, valves and strainers of the pumping arrangement were opened up and overhauled and the bilge pumping subsequently tested and found satisfactory.

The main boiler examined in- and externally with safety valves and mountings and the safety valves adjusted under steam.

REPAIRS: WEAR AND TEAR: NOW DONE:

Condenser:

240 tubes repacked.

27 tubes plugged (no new tubes available).

After the repairs the condenser examined under water pressure and found satisfactory.

Main boiler:

34 off broken, wasted or leaky stay bolts renewed.

Starboard combustion chamber back plate partly renewed (about 400 x 500 mm.) (cracked in way of a stay bolt hole).

A fracture in the previously carried out E.W. to the lower part of the boiler forward end V-ed out and again E.W.

The port and starboard combustion chamber backplates of the boiler found buckled.

It is recommended that these backplates and also the E.W. to the lower part of the boiler forward end be specially examined and dealt with as found necessary before the end of December, 1953 (9 months limit).

Consequent of the above examination the machinery of this ship is, in my opinion, in an efficient condition for the Special Survey, due July, 1953, being postponed until the end of December, 1953.

INTERIM CERTIFICATE issued - copy attached.

T. J. J. J.



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