

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

(Received at London Office, 9 AUG 1945)

Date of writing Report 23/6 1945 When handed in at Local Office 27/7 1945 Port of Oslo.

No. in Reg. Book. 25888 Survey held at Oslo. Date, First Survey 8/6 Last Survey 11/6 1945 (No. of Visits 2)

25888 on the Machinery of the ~~Work Iron~~ single screw motor vessel "HELLESUND"

Tonnage } Gross 368.3
Net 221.177

Nominal Horse Power 41

No. of Main Boilers 1

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 100

in Donkey Boilers 100

Vessel built at Delfziel By whom Johs. Berg When 1916

Engines made at Delfziel By whom Johs. Berg When 1916

Boilers, when made (Main) (Donkey) 1916 1939

Owners (O. Børresen) Owners' Address Oslo.

Managers ↓ (if not already recorded in Appendix to Register Book.)

If Surveyed in Dry Dock floating dock. Nylands Verksted.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) Pneumatic survey

(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.)

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 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 these 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 Boiler?

To what pressure were they afterwards adjusted under steam?

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?

, 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 screw shaft now been drawn and examined? yes. Is it fitted with continuous liner? yes.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 11/6-45. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 in/10.

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

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?

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

The screw shaft drawn in and examined together with stern bush, propeller and fastenings.

The sea connections were opened and examined.

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, B.S. 9.11, E.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

It is recommended that this vessel's machinery remain as now classed in the Society's Register

Book with record of Screw Shaft seen 6.45.

Survey Fee (per Section 29) Kr. 50.- Fees applied for 23/6 45

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Received by me, 19

Committee's Minute

TUES. 4 SEP 1945

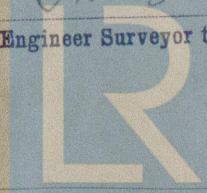
Assigned

Deferred for Comp LMC

bul. LMC (m) 9.43 DBS 9.43

56.45

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W2950110

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