

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

(Received at London Office JUN -3 1937)

of writing Report 31/5 to When handed in at Local Office 31/5 1937 Port of \_\_\_\_\_

Survey held at Oslo Date, First Survey 29/1 Last Survey 22/5 1937

on the Machinery of the Wood, Iron or Steel screw steamer "HELLESUND" ex "SAN CRISTOBAL MARTIR"

Gross 391 Vessel built at Delfzijl By whom Johns Berg When 1916

Net 205 Engines made at Delfzijl By whom Johns Berg When 1916

Power 41 Boilers when made (Main) 1916 (Donkey)

Main Boilers 1 Owners D/S A/S Veritas Owners' Address Arendal

Donkey Boilers 185 Managers Bertrand Jacobsen Port Arendal Voyage coasting

If Surveyed Afloat or in Dry Dock \_\_\_\_\_

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, none or partial.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>100 A1</u>		<u>CL 11.33</u>
<u>12.33</u>		<u>BS 5.35</u>
<u>ssLaP.No.3- 12,33</u>		<u>LMC 12.33</u>

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) LMC.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damaged parts (the cause of which must be stated) should be separated from repairs due to other causes; and nothing detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined

Has a special damage report been 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 " " "

not done, state for what reasons?

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?

Date of internal examination of each boiler 1st May 1937 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? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes and of the Donkey Boiler? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? \_\_\_\_\_

Has the 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 the shaft now been changed?  If so, state reasons \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

Examination of Screw Shaft 18th April 1937 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 1/8" Is electric light and/or power fitted?

Is not complete, state what arrangements have been made for its completion and what remains to be done

The vessel was placed in drydock, the tail shafts drawn in and examined together with propeller, stern fastenings.

Connections were opened up and examined.

Cylinders were opened up for survey, examined cylinders, pistons, rods, top and bottom end bearings and crank shaft and bearings, thrust and intermediate shafts with bearings, condenser and pumps and piping arrangements.

Steam pipe tested to 370 lb. See installation examined and reviewed.

Water tank was opened up, cleaned and examined internally and externally together with manholes, doors, fittings and all mountings.

Water tank was subsequently examined under steam when the safety valves were adjusted to 185 lb. per sq. in.

Following repairs were carried out:- Circulating pump chest renewed. Feed pump rod renewed. Bilge pump skinned up in lathe. Sea connections overhauled and re-ground.

Minor repairs were also carried out.

Observations, Opinion, and Recommendation:—

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.M.S. 9,11, & L.M.C. 9,11, or 140 lb., F.D., &c.)

Recommended that this vessel's machinery remain as now classed in the Society's Register

record of +LMC 5,37 and tail shaft seen 3,37

Section 29) £40.- Fees applied for 24/5 1937

Repair Fee (if any) £ Received by me, 29.6 1937

Other fees (if chargeable) £

Signature: Prude Engineer Surveyor to Lloyd's Register of Shipping.

Date: 20 JUL 1937

Signature: Am 5-37

Stamp: **Lloyd's Register of Shipping**

Stamp: **W295-0196**

Stamp: **CERTIFICATE WRITTEN**

*M. held.*  
*Electric fittings & pumps repaired*

*It is submitted that  
this vessel is eligible for  
THE RECORD.*

*Aug 5-37*  
*13-37*

*24/6/37*



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