

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

(Received at London Office

JUN - 5 1940

Date of writing Report 19 When handed in at Local Office 28.5.1940 Port of Glasgow

No. in Reg. Book. 25574 Survey held at Grangemouth Date, First Survey 7 Last Survey 8-5-1940
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel sc HALLAND

Tonnage { Gross 1264 Vessel built at Keel By whom Harvaldtsverke When 1923
Net 727 Engines made at Keel By whom Harvaldtsverke When 1923
Nominal Horse Power 102 Boilers, when made (Main) 1923 (Donkey) ✓

No. of Main Boilers ✓ Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers Geo. Gibson & Co. Port London Voyage
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

Last Report No. PortParticulars of Examination and Repairs (if any) See Exam.

(Periodical Surveys, when held, must be reported in detail and serially 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.

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? Survey not due see below

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.

Present condition of funnel(s) Good

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? No. Is it fitted with continuous liner?

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

Has shaft now been changed? ✓ 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.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Now done:- Main engine, auxiliary, steering engine and windlass and main boiler examined as far as practicable and so far as seen found in efficient condition. The H.P. piston valve was opened up at this time and examined, found in good condition.

Note:- Documents on board the vessel show that the tail shaft survey is now due. This will be done at first opportunity.

These documents give the last date of machinery survey 4-37. boiler survey 12-39 & tail shaft 4-37

25574

General Observations, Opinion, and Recommendation:- The machinery of this vessel is as far as now seen is in efficient condition and eligible in my opinion to have a record "Examined L.R." 5-40.

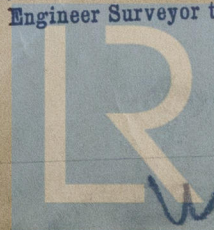
Survey Fee (per Section 20) £ : : Fees applied for
Special Damage or Repair Fee (if any) £ : : 4 JUN 1940
(per Section 20.) Received by me,
Travelling expenses (if chargeable) £ : 5 : 2

Committee's Minute GLASGOW 4 JUN 1940

Assigned Examined L.R. 5-40

JR Dale

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

W 405-0081

RETAIN

RETAIN

Nov. 24
10/6/40.



© 2019

Lloyd's Register
Foundation