

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

(Received at London Office _____)

Date of writing Report _____ 19 _____ When handed in at Local Office _____ 19 _____ Port of Reykjavik

No. in Reg. Book. 58592 Survey held at Reykjavik Date, First Survey 27 Dec 38 Last Survey 7 January 1939
 on the Machinery of the Wood, Iron or Steel K. „Flannus Radhera“ (No. of Visits _____)

Tonnage { Gross 445 Vessel built at Beverly By whom Coak, Walter & Leavelle L.D. When 1926-3
 Net 183 Engines made at Hull By whom Ames, & Smith L.D. When 1926

Nominal Horse Power 118 Boilers, when made (Main) 1926 (Donkey)
 No. of Main Boilers 1 Owners H.F. Alliance Owners' Address Reykjavik
 No. of Donkey Boilers 0 Managers Jen Sigurdson (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lb. Port Reykjavik Voyage _____
 in Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) _____

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) _____

Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

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 “ “ “ “

Was this not done, 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 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?

Is screw shaft now been drawn and examined? _____ 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? _____

Is shaft now been changed? _____ If so, state reasons _____

Is 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? _____

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? _____

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Survey after damage caused in boat

caused by the west coast of Iceland 2/11 1938, and complete repair of same damage.

No dynamo or electric lighting engine was burnt through in armature and commutator. The dynamo was brought on yard, carefully repaired, and afterwards tested and found in order. The electric conduits, lamps, mountings and dashboard were damaged and was repaired, tested and found in order.

The main engine was found loose on the base, and 4 of the holding down bolts broken, and the other strained, all the holding down bolts were renewed, and the coupling between crank and ~~trist~~ trust shaft loosened up in order to ascertain right position of the engine. In order to make this repair it was necessary to remove and refit some pipes, valves etc.

General Observations, Opinion, and Recommendation:— This vessels machinery is in

good and efficient condition, in my opinion eligible to remain as closed without fresh survey of Survey in Register Book.

(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, B.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 20) _____ £ : : Fees applied for _____

Special Damage or Repair Fee (if any) _____ £ 4 : 4 : 0 _____

Travelling expenses (if chargeable) _____ £ : : _____

Committee's Minute _____

Assigned _____

TUE 28 FEB 1939

No action

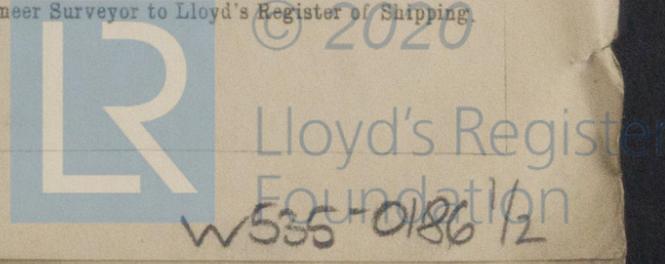
Received by me, _____ 16/1 1939

Engineer Surveyor to Lloyd's Register of Shipping

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.I.		+4 M.C. 7, 34
Stm Trank.		B.S. 6, 38
1, 38		C.4, 738.
S.S. Sub No 2-34		

Insert Character of Ship and Machinery precisely as in the Register Book

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



also it was necessary to remove and refit the floor in engine room and clear up the engine room below the floor plates.

The H.P. cylinder column bolts by cylinders and sole plate were loosened up, the bolts by the sole plate were tightened up, and the bolts by cylinders-foot renewed, because they were strained.

The I.P. cylinder stand bolts by cylinders were loose and strained and were all renewed.

All other bolts in columns and stands were examined and tightened up.

The bolts in junctions between sole plate and condenser were loose and were tightened up, and 4 broken bolts renewed.

The repairs were made under my supervision and to my satisfaction.

W. J. Jensen