

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. "Hannus Radhera"* (No. of Visits)

Tonnage { Gross *445* Vessel built at *Beverly* By whom *East, Walter & Lennell* 40. When *1926-3*
 Net *183* Engines made at *Hull* By whom *Ames, & Smith* 40 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 reported in Appendix to Register Book.)
 Steam Pressure in Main Boilers *200 lb.* Port *Reykjavik* Voyage

If Surveyed Afloat or in Dry Dock *Afloat* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

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.

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 " " "

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

so 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?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Survey after damage caused in boat*
by the west coast of Iceland 2/11 1938, and complete repair of same damage.
The dynamo or electric lighting engine was burnt through in armature and commutator. The dynamo was brought on board, carefully repaired, and afterwards tested and found in order. The electric conduits, lamps, mountings and dash board 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 ~~tailshaft~~ trustshaft 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 and etc.

General Observations, Opinion, and Recommendation:— *This vessels machinery is in*
 (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 E.M.C. 140 lb., F.D., &c.)
good and efficient condition, in my opinion eligible to remain as
classified without fresh record of Survey in Register Book.

Survey Fee (per Section 20) £ : : Fees applied for *7/1 1939* *My*

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

(per Section 20.)

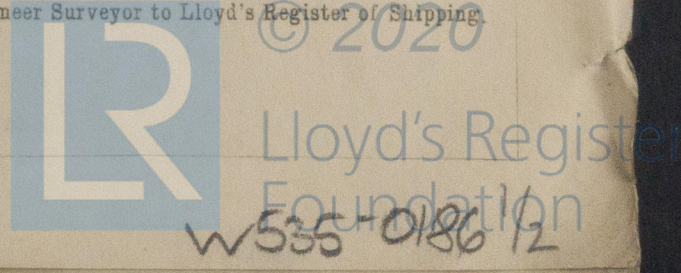
Travelling expenses (if chargeable) £ : :

Received by me, *16/1 1939*

Committee's Minute *TUE 28 FEB 1939*

Assigned *No action*

Engineer Surveyor to Lloyd's Register of Shipping



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

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

The I.P. cylinder stand bolts by cylinder 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.