

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 7th August 1947 When handed in at Local Office 11th August 1947 Port of Bergen

No. in Reg. Book. 65556 on the Machinery of the Wood, Iron or Steel M.S. "HAVBRAUT" ex "ADMIRAL POUND". Date. First Survey 6th July Last Survey 5th August 1947 (No. of Visits 2)

Tonnage: Gross 294, Net 109, Nominal 112. Vessel built at Meteghan N.S. By whom Chase S.B. Co. Ltd. When 1944. Engines made at Springfield, Ohio By whom National Supply Co. When 1944. Boilers, when made (Main) (Donkey). Owners A/L. TRALDRIFT. Owners' Address 22 C. SUNDTS GATE, BERGEN. Manager M. MYKLEBUST. (if not already recorded in Appendix to Register Book.) Port BERGEN. Voyage Gothenburg. If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) A/S Størenmøllens Patent Slipper.

Last Report No. 18892 Port Southampton.

## Particulars of Examination and Repairs (if any) L.M.C.(M) &amp; alterations.

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. 5.5/2.4. 5.6/2.4. 5.6/2.4. 5.6/2.4.

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 not, 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 (x) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 the screw shaft now been drawn and examined? No. Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? No.

Is 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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the stern bush.

Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. O.F. tank fittings & connections place in order. Various driphays to fit, pumping arrangement, renewal of main engine bilge pump and fitting of additional independent power bilge pump, electric cable to No. 1 winch to be in order and Megger test of the whole installation to carry out. The owners state the above will be attended to at Gothenburg.

essel placed on slipway and propeller and outside fastenings examined. Examined main engine Nos. 7 & 8 cylinders, covers, pistons, valves, connecting rods with their top and bottom ends, Nos. 7 & 8 crankshaft journals and both intermediate shaft journals. Working parts of auxiliary engines examined as required by the Rules. Live gears, pumps, compressors & reverse gears generally examined. Oil tanks examined. Starting air receivers examined as far as practicable. The above parts found in good condition. esel has now been converted for fishing and cargo carrying purposes.

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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of survey L.M.C.(M) 8,47, when all outstanding matters have been dealt with on arrival at Gothenburg from Bergen.

PROPOSED.

Survey Fee (per Section 29) alterations Kr. 160.-

Initial equipment Kr. 160.-

Additional Damage or Repair Fee (if any) £ :

(per Section 29.)

Selling expenses (if chargeable) Kr. 200.-

Committee's Minute

Signed

Fees applied for

Survey 1947

Received by me,

19

S. A. Eide.  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 22 AUG 1947

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Foundation  
003434-003443-022612

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

in  
apl  
RB

If so, to be sent to this office when survey completed.



18 AUG 1947

Rpt. 9a.

Port of Bergen

Continuation of Report No. 3170. dated 7th August 1947 on the

M.S. "HAVBRAUT" ex "ADMIRAL POUND".

The after part 2960 mm. long is of 3" wood planks with  $\frac{3}{4}$ " inside panelling fitted to the original engine casing wood coaming and to the wood fore and aft at top. The wood expert, who joined me in the survey, considers that the new wood deck-house at after end should be fitted 2 through stays each side from the boatdeck and through the maindeck beams or otherwise adequately stiffened.

Otherwise boatdeck etc. fitted in accordance with the approved plan dated London 3/4-47. Hinged steel door of Mechan type fitted port and starboard side in way of engine casing with door sill 24" high above decks.

The original wood rubbers port and starboard side just below deck now removed. A new Freeboard report on account of alterations has been forwarded on the 1st instant.

Vessel has now left this port in ballast for Gothenburg, as it was impossible to deal with the outstanding matters at this port and these will be dealt with at Gothenburg.

The Gothenburg Surveyors have been advised and I enclose a copy of a letter, which I have sent them.

I was joined in this survey by a wood expert Mr. L. J. Selsvik.

4 visits by Mr. S. W. Wang, one of the Oslo Surveyors during my leave of absence.

1 copy of Cert. B. has been sent to the Oslo Surveyors.



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