

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

(Received at London Office 22 MAY 1933)

Date of writing Report 18/5 33 When handed in at Local Office 18/5 33 Port of Oslo

No. in Survey held at Fredrikstad Date, First Survey 1/12.32 Last Survey 27/4. 1933

76913 on the Machinery of the Wood, Iron or Steel S/S "HELLE"

Gross 2467 Net 17398 Vessel built at Wilmington Del. By whom Pusey & Jones Co. When 1918 5

Engines made at Trenton N.J. By whom De Laval Stm. Turbine Co. When 1918

Boilers, when made (Main) 1918 (Donkey) Owners Rederi A/S Henneseid Owners' Address Porsgrunn

Managers Thoralf Holta Port Porsgrunn Voyage

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

st 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 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case. 5. 1/12, 24/12, 27/4. 1932.

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

Has 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? Yes 24/3 & 27/4. 33

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs. (27/4. 33)

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? 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 screw shaft now been drawn and examined? Yes (27/3. 33) Is it fitted with continuous liner? No, 2 lin. 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

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Just clearance.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

This vessel placed in floating dock, the screw shaft drawn, sea cocks opened and the screw shaft stern tube, propeller and sea cocks examined.

The engine removed and new engine manufactured by Fredriksstad mek. Verksted A/S (see attached report 4) has been fitted. Plan of crank shaft approved 6/12/32 Plan of original intermediate shaft, thrust and screw shaft approved 23 /12/32.

All pumps and piping have been examined.

The boilers opened cleaned and cleared and carefully examined internally and externally with manholes, doors and fastenings, safety valves and all other mountings.

The boilers examined under steam pressure and the safety valves set to 200 lbs. per sq. inch. Forward draft, F.M.V. type. see attached report has been fitted (plans of same approved 22/12/32)

Repairs effected:- All tubes in port boiler renewed and the boiler tested by hydraulic pressure

General Observations, Opinion, and Recommendation:-

This vessel's machinery is in good condition and in our opinion eligible to remain as now classed in the Register Book with notation of NE 4,33, +LMC 4.33 and screw shaft seen (4.33)

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

By Fee (per Section 29) Kr. 60.- Fees applied for 18/5 19 33

Received by me, 6.6 19 33

Signature of Engineer Surveyor to Lloyd's Register of Shipping. TUE. 13 JUN 1933 TUE. 27 JUN 1933

Signature of Surveyor. Lloyd's Register Foundation. W1293 - 0151

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

Is a Certificate required? If so, to be sent to this office.

Port furnace in port boiler faired. Seam at backplate, stb. boiler, made good by electric welding.

Main steam pipes renewed, tested as per Rules and found in order. The stop valves renewed (steel)

The propeller renewed. (bronze)

The draining arrangements of steam pipes found in order.

The spare screw shaft skimmed off in lathe.

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

ENCLOSURE
Diagrams
Cranes
Inter
Tubes
Bronze
propeller
If the
If two
shaft
Propeller
Feed
Bilge
Feed
Pumps
Ballast
Are two
Bilge Pa
In Pump
Main W
No. and
Are the B
Are all S
Are they f
Are they e
What Pipe
What pipes
Are all Pip
Is the arran
compartment
MAIN L
Is Forced
IS A R
IS A D
Is the donkey
PLANS.
Superheaters
Has the spare
State the princ
25 ea
50 fir
One ea



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