

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

(Received at London Office)

9 FEB 1954

Date of writing Report January 7, 1954 When handed in at Local Office 19 Port of LOS ANGELES, CALIFORNIA
 No. in Reg. Book Survey held at LONG BEACH, CALIFORNIA Date, First Survey & Last Survey January 7, 1954
 12348 on the Machinery of the ~~Wood~~ ~~Iron~~ ~~or~~ Steel SS "HARRY LUNDEBERG" 4442 (No. of Visits one)

Tonnage { Gross 7160 Vessel built at North Vancouver, B.C. By whom North Van Ship Rprs. Ltd. When 1944-1
 Net 4299 Engines made at Montreal, P.Q. By whom Dominion Engineering Wks. When 1944
 Nominal Horse Power 628 Boilers, when made (Main) 1944 (Donkey)
 No. of Main Boilers 2 Owners Gypsum Carriers Inc. Owners' Address ---
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers --- Managers --- Port Panama, RP Voyage
 Steam Pressure in Main Boilers 250 If Surveyed Afloat or in Dry Dock afloat Berth 46
 in Donkey Boilers --- (State name of Dock.) Long Beach

Last Report No. 10187 Port S. P.

Particulars of Examination and Repairs (if any) Machy. 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

" " Donkey " " " ---

If this was not done, state for what reasons? ---

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 (g) 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? ---

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? both

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

Heavy weather damage Seattle, Washington to San Marcus Island, Mexico January 27, 28, and 29, 1953

reported Los Angeles Rpt. 4266. Main engine bedplate fractured in way of No. 6 main bearing saddle.

Starboard side fractured ground out March 1953.

Portside fracture ends drilled off March 1953.

NOW DONE:- Main engine bedplate in way of #6 main bearing saddle examined, found: Starboard side smooth, no fracture visible.

Portside fracture remains as previously reported.

Recommend further examination before end of June, 1954 (6 months limit).

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, so far as seen,

(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.E.M.S. 9.11, & L.M.C. 9.11, or & L.M.C. 140 lb., F.D., &c.)

is in satisfactory condition and eligible in my opinion to remain as classed without record of Survey subject to main engine bedplate fractures in way of No. 6 main bearing saddle being further examined by 6-54 (6 months limit).

Survey Fee (per Section 29) \$ ---

Special Damage or Repair Fee (if any) \$ 35.00

(per Section 29.)

Travelling expenses (if chargeable) \$ 2.00

Fees applied for

Jan. 7, 1954

Received by me,

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Committee's Minute

Assigned As now - Subject

note: limit.

Bloomfield
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W1648-0098