

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

30 MAR 1932  
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(Received at London Office)

Date of writing Report 25-3-1932 When handed in at Local Office 25-3-1932 Port of Middlebrough  
 No. in Reg. Book 22650 Survey held at Middlebrough Date, First Survey 16-3-32 Last Survey 23-3-1932  
 on the Machinery of the Wood, Iron or Steel "HALIARTUS" (No. of Visits 4)  
 Tonnage { Gross 5294 Vessel built at South Shields By whom J. Readhead & Sons Ltd When 1919-5  
 Net 3255 Engines made at do By whom do When 1919  
 Nominal Horse Power 573 Boilers, when made (Main) 1919 (Donkey)   
 No. of Main Boilers 358 Owners Brit. & S. Amer. Ste. Nav. Co Ltd Owners' Address if not already recorded in Appendix to Register Book.  
 No. of Donkey Boilers 180 1/2 Managers Houston Line (London) Ltd Port Liverpool Voyage Antwerp &c  
 Steam Pressure in Main Boilers 180 lb  Surveyed Afloat or in Dry Dock L.M.E.R. DR  
 in Donkey Boilers  (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) BS & Comp MS

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes  
 Do. " 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lb sq

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?  , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afloat

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

Now done! The cylinders, pistons, slides, crank, thrust tunnel M.S. shafting, condenser, main & auxiliary pumps, pumping arrangements, & electric light installation examined & placed in good order. Sea connections exd 7.31

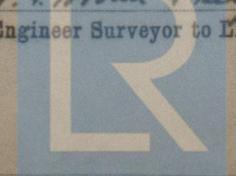
B.S. The boilers & their mountings examined throughout, placed in good condition & all safety valves adjusted under steam. Windlass & steering engine examined & placed in good order.

Repairs HP piston valve renewed, 2 feed pump rams & 1 bilge pump ram renewed. 1-bilge pump ram machined & rebushed, several holding down bolts & column foot bolts hardened up, Steering Eng control valve renewed & a number of C. Chamber stay nuts renewed. Port Aux Stop Valve lid renewed.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel (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.)  
 is far as now seen is in good & efficient condition & eligible in our opinion to remain as classed with fresh record of +LMC. MS 7.31 & previously recommended & B.S. 3.32.

Survey Fee (per Section 29) £14:0:0 Fees applied for 24-7-1932  
 Special Damage or Repair Fee (if any) £: : Received by me, 24/5/1932  
 Travelling expenses (if chargeable) £: :  
 Committee's Minute  
 Signed L.M.C. 3.32

for P.T. Brown & self © S.H.B. 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W5791-0134

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

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