

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

(Received at London Office

4 MAY 1951

Date of writing Report 24th April, 1951 When handed in at Local Office 25th April, 1951 Port of K I E L
 No in Reg. Book. Survey held at KIEL Date. First Survey 1st March Last Survey 4th April, 1951
6,200 on the Machinery of the Wood, Iron or Steel S.S. "JARAMA" (No. of Visits 17)

Tonnage { Gross 6322 Vessel built at Port Glasgow By whom R. Duncan & Co. Ltd. Year. Month. 1920 7
 Net 3666 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1920
 Nominal Horse Power 573 MN Boilers, when made (Main) 1920 (Donkey) made 91, refitted 28
 Owners "Sopecoba" S.A. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 3 Managers Svend Foyn Bruun Port Port Gentil Voyage
 No. of Donkey Boilers 2 If Surveyed Afloat or in Dry Dock Deutsche Werke Dry Dock
 Steam Pressure— 180 lbs (State name of Dock.) Howaldtswerke afloat
 in Main Boilers 180 lbs
 in Donkey Boilers 160 lbs

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S., Pr. Blr. S. New Press boilers

(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? yes

" " Donkey " " " yes

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 Main Boilers: Port aft 5/3/51 W.T. Centre aft 5/3/51

Donkey Blrs.: Port fwd. 7/3/51, stbd. fwd. 9/3/51. Starbd. aft 20/3/51

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

To what pressure were they afterwards adjusted under steam? 180 lbs/□"

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

To what pressure were they afterwards adjusted under steam? 160 lbs/□"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? --

and of the Donkey Boilers? FLANGES - YES.

Did the Surveyor examine all the mountings of the Main Boilers? yes

and of the Donkey Boilers? yes

Has 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? --

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 oil retaining appliance fitted at the after end? --

State date of examination of Screw Shaft --

State the wear down in the

stern bush 4 mm

Is electric light and/or power fitted? yes

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? no

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE: Vessel placed in dry dock, propeller, aft end of stern bush and outside fastenings examined and found in good order. Wear down as above.

Main and auxiliary machinery generally examined and auxiliary condenser tested.

NOW DONE FOR BS:

All main boilers (3) examined internally and externally, together with mountings, manholes, doors and their fastenings and the safety valves adjusted to 180 lbs/□".

NOW DONE FOR DBS:

Both donkey boilers examined internally and externally, together with mountings, manholes, doors and their fastenings and the safety valves adjusted to 160 lbs/□".

Oil burning and fire extinguishing appliances generally examined and tested under working conditions and found in good order.

P.T.O.

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.)

CS 3,34

The machinery of this vessel, as far as now seen, is in good order and eligible to remain as classed with fresh records of + LMC 4,50 as previously recommended, BS 4,51 and Pr. Blr.S. 4,51, without condition of class.

Survey Fee (per Section 29) £15.0.0 Fees applied for Electrical alterations
£8.0.0 Received by me, 19
 Special Damage or Repair Fee (if any) £10.0.0
 Travelling expenses (if chargeable) £5.10.0

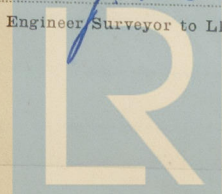
THURS 14 JUN 1951

Committee's Minute

Assigned BS 4,51

P. B. S. 4,51

J. Bowman
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

002071-002078-0106

NOW DONE FOR PRESS BOILER SURVEY:

All existing whale factory press boilers examined internally and found or placed in good order.

Two new rotating whale oil digesters and 2 new vertical separators installed in factory space, examined internally, scantlings verified with approved plans and vessels tested hydraulically to 120 lbs/□" with satisfactory results (F.E. reports are forwarded herewith).
Plan showing arrangement of factory machinery as now installed is forwarded herewith.

REPAIRS FOR WEAR & TEAR:

Machinery Aft inboard dynamo, originally 220 Volts has now been rewound for 110 Volts, and the switchgear renewed. Generator tried out under working conditions, governor and switch gear tested and found in good order.

Main Boilers

Port Aft Boiler

Port furnace 4 stay tubes and 10 plain tubes renewed.
Centre furnace c.c. back plate cropped and part renewed 4'-0"x2'-6".
furnace tube jacked up.
18 c.c. stays renewed.

Stbd. furnace furnace jacked up and 5 stiffening rings fitted (E.W.)

100 air preheater tubes renewed and boiler hydraulically tested on completion of repairs.

Centre Aft Boiler

Port furnace Approx. 20 tubes and 2 c.c. stays renewed, and
10 ft. seam overhauled.

Starbd. furnace Approx. 30 tubes expanded
Air preheater tube plate renewed (3'-0"x2'-6") and tubes renewed.

Starbd. Aft Boiler

A number of tubes expanded and 9 ft. seam caulked.

Donkey Boilers

Port Forward A few plain tubes and 2 c.c. stays renewed.

Starbd. Forward

Centre furnace back landing cropped and part renewed (4'-0"x10") and 34 rivets in way renewed.
2 stay tubes renewed.

Centre Combustion Chamber

back plate doubler removed, plate cropped and part renewed. (3'-0"x2'-6")
Crown girder angles removed and new brackets E.W. to crown plate.

Boiler hydraulically tested on completion of repairs.

Press Boilers

Port Outer Separator - Inside strap electrically welded to upper end plate flange and reriveted to shell for half circumference, in way of grooved shell plate.

Minor repairs effected.

Record for Register Book - 14 Press Boilers - 60 lbs.

NOTE

While the furnaces of the port aft boiler (main) are considered efficient for the next 12 months, it is, in my opinion, likely that if further deformation occurs, some furnaces will require to be renewed at the next Boiler Survey.
The Owners' Superintendent has been informed accordingly, and at least two new furnaces are being ordered for use when required.

J. Bowman



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