

Rpt. 9.

B. C. Ship

B. C. CLASS.

No. 147

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

(Received at London Office)

6 MAR 1950

Date of writing Report 17th February 1950

When handed in at Local Office 17th February 1950

Port of KIEL

No. in Survey held at KIEL

Date. First Survey 8th November 1949 Last Survey 6th January 1950

11104 on the Machinery of the Wood, Iron or Steel LV. "GRADA"

(No. of Visits) 12

Gross 199  
Net 125  
Nominal 150 BHP  
Horse Power  
No. of Main Boilers  
No. of Donkey Boilers  
Steam Pressure  
in Main Boilers  
in Donkey Boilers

Vessel built at Groningen

By whom J. Vos &amp; Zoon

Year. Month.

When 1932

Engines made at Manchester

By whom Crossley Bros.

When 1943

Boilers, when made (Main)

(Donkey)

Owners Wed. P. Westers

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port

Voyage

If Surveyed Afloat or in Dry Dock

Afloat and on Slip, in

Kiel-Holtenau

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.E., if any)
BS		MBS 5,46
Coasting Service		MS 2,49
4,48		OG N 3,48
ss Rot-5,46		
Annual Survey		NE 43
10,49		
		oil eng

Last Report No. 31728 Port ROK

Particulars of Examination and Repairs (if any) New engine, tailshaft survey

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.

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 yes, not required

as a damage report made by anyone else? If so, by whom? Underwriters' Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

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(s)

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?

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? no

Is an approved oil retaining appliance fitted at the after end? none when examined

Has shaft now been changed? yes If so, state reasons wasted

Has the shaft now fitted been previously used? no

Has it a continuous liner? no

Is an approved oil retaining appliance fitted at the after end? yes

State date of examination of Screw Shaft 27.12.49

State the wear down in the

stern bush close

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.

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

At the request of the Owners Agents attended on board on account of engine defects. It was stated that the vessel had arrived at Kiel on the 6th November, 1949, from Delfzyl, Holland, on passage to Aarhus, Denmark, and that the main engine failed to start when attempting to leave the port.

## NOW DONE:

Examined Main engine cylinders and pistons as far as practicable (not cleaned), and found 4 pistons cracked and one piston scoured.

It was recommended that the remainder of the engine be opened out and prepared for examination.

It was then decided by the Owners that a new engine should be installed, and the old engine was removed without further examination.

Vessel placed on slip and aft end pulled clear of water. Propeller, stern bush and screwshaft examined.

Screwshaft found heavily corroded, and oil gland missing.

New screwshaft and oilgland made and fitted.

Screwshaft material: S.M. Steel

Makers: Georgsmarienhütte, Osnabrück.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen, is eligible

(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 or LMC 9.11 or LMC 140 lb., FD, &c.)

in my opinion to remain as classed with fresh/nts. OG. 12:49 now and M.B.S. 1:50 when the survey has been completed, subject to the main engine cylinders being provided with safety valves in accordance with the Rules, and to the amended torsional vibration calculations being approved for a service speed of 300 R.P.M.

The machinery is eligible to have the notation "N.E. 50".

Survey Fee (per Section 29) Re-engining 42: 0: 0

Fees applied for

T.S. (N)

8 0 0

Special Damage or Repair Fee (if any) (per Section 29.)

19

Travelling expenses (if chargeable)

3: 0: 0

Late Fee 28/12/49

5 5 0

Committee's Minute

WED 29 MAR 1950

Assigned

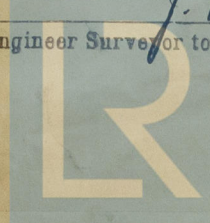
As how

A.N. 12.49

NE x 150

note RB

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002550-002558-0208



NOW DONE: (Ctd.)

Roller bar identified with Germanischer Lloyd Test Certificate No. 3832.

Tensile and bend check test pieces, made and tested with the following results:

<u>U.T.S.</u>	<u>Yield</u>	<u>Elong.</u>	<u>Bend</u>
60.5 kg/mm <sup>2</sup>	45.8 kg/mm <sup>2</sup>	23%	180° satisfactory.

REPAIRS: A new engine, built by Maschinenbau Kiel Aktiengesellschaft (MAK) under Special Survey and in accordance with the Rules and approved plans, has now been satisfactorily installed (First Entry Report herewith).

Machinery tried under working conditions and proved satisfactory.

REPAIRS:

Main engine renewed.

Screwshaft renewed.

Oil gland renewed.

Intermediate shaft reduced in length and fitted with detachable coupling.

Owners' new propeller fitted.

To complete the survey, the following parts remain to be examined: All auxiliary machinery, O.F. service and storage tanks, pumping arrangements and electrical equipment, sea connections, air receiver.

*J. Bowman*



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