

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

(Received at London Office

4-JUL 1952

Date of writing Report 11th June, 1952

When handed in at Local Office 11th June, 1952

Port of KIEL

No in Reg. Book. Survey held at KIEL

Date.

First Survey 4th March

Last Survey 20th May

1952

(No. of Visits 32)

on the Machinery of the ~~Wooden Iron~~ Steel "JALNA" ex "PEIK"

Tonnage { Gross 6019.25
Net 396.57
Nominal 600
Horse Power 600

Vessel built at Newcastle

By whom Armstrong Whitworth & Co.

Year. Month.

When 1930 9

Engines made at Newcastle

By whom Armstrong Whitworth & Co. (Engineers) Ltd.

When 1930

Boilers, when made (Main) --
Owners Bulls Rankrederi A/S

Owners' Address

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

Managers Anders Jahre & Co. A/S

Port Sandefjord

Voyage

No. of Donkey Boilers 1

Steam Pressure --

in Main Boilers --

If Surveyed Afloat or in Dry Dock Deutsche Werke Dry Dock

(State name of Dock.)

Howaldtswerke Kiel afloat

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assumed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A 1 12,50		* LMC 4,46 DBS 11,51
ss Rot.-4,46		TS(CL) 6,50
Carrying Petroleum in Bulk		

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, DBS, TS & N.E.

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. Letter to Hbg. Surveyors, Ref. Eng. 21.4.52

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 --

as a damage report made by anyone else? If so, by whom? --

the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? none

" " Donkey " " " " yes

not, state for what reasons --

What parts of the Boilers could not be thus thoroughly examined? --

at 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? --

the latest date of internal examination of each boiler 7.4.52

Present condition of funnel(s) good

the Surveyor examine the Safety Valves of the Main Boilers? --

To what pressure were they afterwards adjusted under steam? --

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

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

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

and of the Donkey Boilers? yes

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

and of the Donkey Boilers? --

the Surveyor examine all the mountings of the Main Boilers? --

and of the Donkey Boilers? yes

the screw shaft now been drawn and examined? yes

Has it a continuous liner? yes

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

renewed

shaft now been renewed? yes

If so, state reasons new M.E. fitted

Has the shaft now fitted been previously used? no

Has it a continuous liner? yes

approved oil retaining appliance fitted at the after end? --

State date of examination of Screw Shaft 18.4.52

State the wear down in the

on bush close

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

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

DONE: Vessel placed in dry dock, propeller, screw shaft, stern tube and bush renewed. Sea connections and their outside fastenings examined and found or placed in good order.

ENGINE: Old main engine and straight shafting dismantled and removed from vessel, and engine seatings modified in accordance with approved plan. One new MAN 2 SCSA, type K5Z 70/120 main engine installed under Special Survey together with new thrust, intermediate and screw shafts.

See Hamburg Report No.

LIARIES: Both existing auxiliary engines and dynamos, fan engine, port side aft steam driven starting air compressor and all blast injection air receivers and the vertical donkey boiler dismantled and removed from vessel.

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., ED, &c.)

machinery of this vessel, as now seen, is in good order, and eligible, in my opinion, to remain as is with fresh records of LMC (CS) 5,52, TS(CL) N 4,52 and DBS 5,52 and the notation NE 52.

new machinery (£ 160) = DM 1,900.00

of existing mchy. £ 25 : 0 0

TS(CL) £ 5 : 0 0

local equipment (per Section 23.) £ 5 : 0 0

expenses (if chargeable) £ 20 10 0

fees 13.5. & 15.17. + 18.5.21 50 0 0

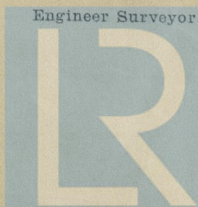
and alterations 50 0 0

Fees applied for

Received by me

19

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

002970-002977-0199 122

The following new auxiliaries have been installed:-
P + S auxiliary engines and generators. See Kiel F.E. Report No. 609.
Port aft starting air compressor (ED). See Augsburg Cert. No. 3126, dated 27.9.51
2 fresh water cooling pumps (ED). See Augsburg Cert. No. 3139/1-2 dated 24.10.51
2 sea water cooling pumps (ED). See Augsburg Cert. No. 3138/1-2 dated 24.10.51
1 aux. fresh water cooling pump (ED). See Bremen Cert. No. 267 dated 11.10.51
1 aux. sea water cooling pump (ED). See Bremen Cert. No. 268 dated 11.10.51
2 L.O. service pumps (ED). See Augsburg Certs. Nos. 3245 + 3152 dated 7.3.52 + 7.11.51
2 main L.O. coolers
1 fresh water cooler, See Bremen Cert. No. 265 dated 19.10.51
2 aux. starting air receivers. See Germ. Lloyd Cert. Nos. 75073D + 75077D dated 16.6.51
1 observation tank for heating coil returns.

For LMC:

The following existing machinery has now been opened out, examined and found or placed in good condition.
Steam engine driven generator set in its entirety.
Port fwd. starting air compressor (steam).
Ballast pump (ED).
Bilge pump (ED).
G.S. pump (ED).
O.F. Transfer pump (ED)
Both O.F. pressure pumps (steam) and 2 O.F. heaters
Sanitary pump (steam).
Both feed pumps (steam).
2 main starting air receivers and 1 small workshop air receiver.
1 cascade tank.
4 O.F. daily service tanks.
Aux. condenser (tested).
Steam pipes 3" bore and over, tested.
Pumping arrangement.
Steering gear and windlass.
Electrical installation.

Main and auxiliary machinery examined under full power at sea, and all found in good order.
ELECTRICAL INSTALLATION:
Switchboard dismantled and re-built with switchgear, fittings and cables provided for 2 new 100 KW generators, air compressor, sea and fresh water cooling pumps, L.O. service pumps, etc., as per approved plan No. MKE 568 a.
Generators, switchboard, motors, cables and fittings examined. Insulation resistance measured on completion of repairs and found satisfactory.
All generators tried out in parallel under working conditions, switch gear and governors tested and found in good order.

FOR DBS:

Donkey boiler examined internally and externally together with its mountings, manholes, doors and their fastenings and placed in good order. Safety valves adjusted under steam to the above pressure. Steam smothering arrangement verified. Control rods checked.

Note:

The vertical donkey boiler has now been removed from the vessel.

MACHINERY REPAIRS: (Wear & Tear)

Steam driven starting air compressor, all piston rings renewed, piston rod machined, crosshead machined, bearings remounted, crankshaft dressed, bearings adjusted, all valves dressed, internal cleaned and tested.
Generator steam engine, piston rod skimmed, piston rings and valve spindle renewed; bearings adjusted.
Ballast pump, both piston rods and all rings renewed, crankpins machined, bearings renewed.
Bilge pump, both water cylinder liners and buckets renewed, rods skimmed, crankpins dressed, bearings adjusted.
G.S. pump, 1 bucket and all rings renewed, rods skimmed, 1 valve seat and cone renewed.
O.F. transfer pump piston rings renewed, bucket rings renewed, crankpins dressed, bearings adjusted.
Both O.F. pressure pumps, all valve spindles, piston and bucket rings renewed.
Both feed pumps, piston and bucket rings renewed, rods machined.
Valve chests of all pumps dressed.
Condenser, both tube plates and 330 tubes renewed (tested).
Windlass piston rods and valve spindles machined. Guides and all bearings adjusted. Second reduction wheel renewed.
All bilge pipes renewed.
3 settling tanks removed from aft platform and placed on newly installed forward platform.
1 settling tank left in its position on aft platform for donkey boiler.
Steam smothering lines fitted according to Rule requirements.
Both donkey boiler feed check valves renewed (tested). Funnel renewed.
Sundry minor repairs effected.

BOILER REPAIRS:

130 smoke tubes expanded.
P. wing 1 c.c. wrapper stay renewed.

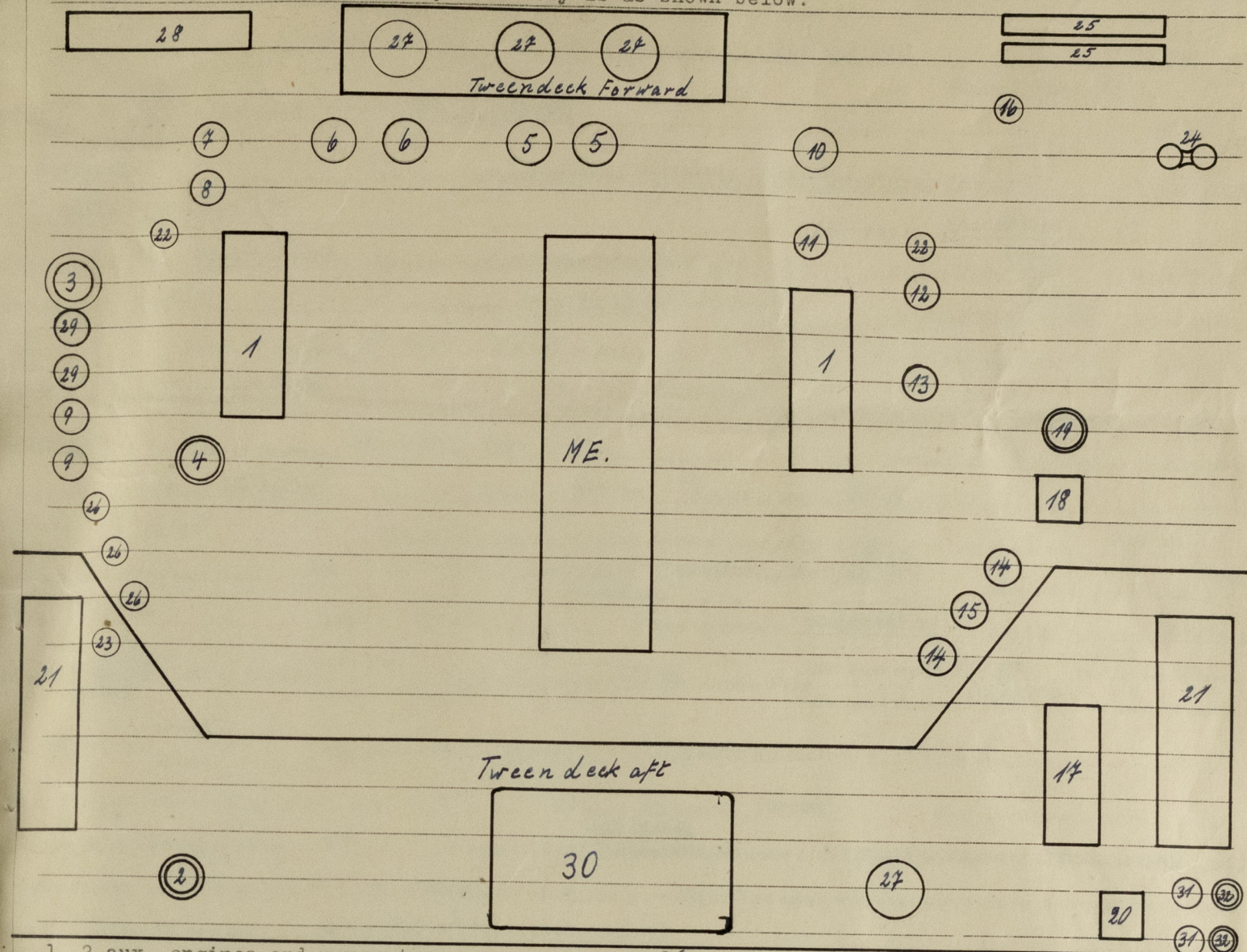
S.R.L.:

1) The vertical donkey boiler has now been removed from the vessel.
2) The old aux. engines and their foundations have now been removed and new foundations and aux. engines installed.

These items may now be deleted from the S.R. List.
Note: The entry DB(vertical) 180 lbs in the Register Book, column 13, may now be deleted.

Ford.

The re-arrangement of auxiliary machinery is as shown below:



- | | |
|----------------------------------|---|
| 1. 2 aux. engines and generators | 16. 1 Hydrofor pump |
| 2. 1 steam generator set | 17. Condenser |
| 3. 1 air compressor (steam) | 18. Cascade tank |
| 4. 1 air compressor (ED) | 19. Evaporator |
| 5. 2 fresh water cooling pumps | 20. Observation tank for heating coil returns |
| 6. 2 sea water cooling pumps | 21. 2 main starting air receivers |
| 7. 1 aux. fresh water pump | 22. 2 aux. starting air receivers |
| 8. 1 aux. sea water pump | 23. 1 workshop air receiver |
| 9. 2 L.O. service pumps | 24. 1 Butterworth pump |
| 10. 1 O.F. transfer pump | 25. 2 Butterworth water heaters |
| 11. 1 G.S. pump | 26. 3 oil purifiers |
| 12. 1 Bilge pump | 27. 4 O.F. settling tanks |
| 13. 1 Ballast pump | 28. 1 Fresh water cooler |
| 14. 2 Feed pumps | 29. 2 main L.O. coolers. |
| 15. 1 Sanitary pump | 30. Donkey boiler. |
| 31. 2 O.F. pressure pumps | |
| 32. 2 O.F. heaters | |