

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

(Received at London Office)

Date of writing Report 30th June 1947 When handed in at Local Office 1947 Port of Copenhagen
 No. in Survey held at Nalborg Date. First Survey 27th June 1946 Last Survey 27th June 1947
 Reg. Book 85648 on the Machinery of the Wood, Iron or Steel AFRICAN REEFER (No. of Visits 23)

Tonnage { Gross 1862.14 Vessel built at Elsinore By whom Helsingørsk Jernstøberi & Maskinfabrik When 1935
 Net 968.29 Engines made at Copenhagen By whom H. Bernstedt & Søn When 1935
 Nominal Horse Power 461 Boilers, when made (Main) (Donkey)
 No. of Main Boilers ✓ Owners Rederiet Ocean Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers J. Lauritzen Port Copenhagen Voyage South America
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers ✓ (State name of Dock.) Nalborg Væft 7/8

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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? ✓

" " Donkey " " " ✓

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 ✓

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? yes

Has shaft now been changed? No

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 13th June 1947

State the wear down in the stern bush just clearance

Is electric light and/or power fitted? yes

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

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

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 Complete

Special Periodical Survey

Now done: The main engine: The scavenging air bells rebored and bushes fitted in the holes for the cylinders. A number of piston rings and the white metal in the No 6 crank pin brasses renewed. The alignment of the shafting adjusted.

All auxiliary motors completely overhauled.

The delivery pump to the oil fuel pumps, the filter, the oil fuel pumps and pipes, and the white metal in one set of compressor crank pin brasses renewed.

The lubricating oil cooler and the fresh water cooler cleaned and tested.

The scavenging air blowers overhauled, the bearings and worn parts of the flexible couplings renewed. The inlet- and the exhaust silencers repaired.

All pumps opened up and overhauled.

The propeller shaft drawn in, examined and found somewhat scored on the

General Observations, Opinion, and Recommendation:—

(P50)

(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, E&MS 9.11 or LMC 9.11 or LMC 140 lb., PD, &c.)

Recommend the vessel's machinery to have notation of LMC-6.47 and Tail shaft seen 6.47 04.

Survey Fee (per Section 29) £ 130.00

Fees applied for

Special Damage or Repair Fee (if any)

£ 90.00

4/7 1947

(per Section 29.) Late Fee

£ 578.00

Received by me,

Travelling expenses (if chargeable)

£ 578.00

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See minute on F.E. Rpt.



© 2020

Lloyd's Register

Foundation

003245-003251-0096

Sheet 2. AFRICAN REEFER

aftermost bearing. The shaft skinned over and the whole metal bushes removed. The whole of the machinery opened up.

The main engine:

The 6 cylinders, pistons, covers, valves, gears, connecting rods with top and bottom ends, the main bearings and crank shaft journals examined and found good.

The thrust and intermediate shafts and the propeller shaft examined and found good.

The stern tubes, whole metal stern bushes, Cedervall's oil retaining gland and the propeller examined and found good.

X The three 3-cylinder B.W. auxiliary engines and the 6-cylinder auxiliary "Cummins" Diesel engine examined and found good.

The main engine starting air receiver and the starting air bottle for the auxiliary engines cleaned, examined internally and found good.

The pumping arrangement examined and found good.

The two engine driven bilge and sanitary pumps, the independent bilge and sanitary pump, the ballast pump, the cooling salt water pump, the 2 cooling fresh water pumps, the cooling water pump for auxiliary motors, the 2 lubricating oil pumps and the oil fuel transfer pump examined and found good.

The lubricating oil cooler and the fresh water cooler tested, examined and found good.

The daily service oil fuel tanks examined internally and found good.

The electric installation examined and tested as per Rule and found good.

The reconnections and their fastenings examined and found good.

The whole machinery tested under working conditions and found good, and the maneuvering tested and found satisfactory.

An interim certificate issued as per copy enclosed.

L.H.

Rpt. 9a.

Port of Copenhagen Continuation of Report No. 12196 dated 30th June 1947 on the

Motor Vessel AFRICAN REEFER.

AUXILIARY MACHINERY.

1 ft ballast pump 100 Tons / hour.

1 ft bilge- and sanitary pump. 60 Tons / hour.

1 ft cooling salt water pump 80 Tons / hour.

2 ft cooling fresh water pumps 50 Tons / hour. each

1 ft cooling salt water pumps for auxiliary motors 30 Tons / hour each.

2 ft lubricating oil pumps 50 Tons / hour each.

1 ft oil fuel transfer pump 20 Tons / hour.

REFRIGERATING MACHINERY.

3 ft N.H.₃ compressors Type E 32, 28.8 Tons ice per 24 hours each.

4 ft cooling water pumps 45 Tons per hour each.

L.H.



© 2020

Lloyd's Register
Foundation

0096 2/2