

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

(Received at London Office 19 JUN 1950)

Date of writing Report 25.5.50 When handed in at Local Office 19.50 Port of Hamburg

No. in Survey held at Hamburg Date First Survey 21.4.50 Last Survey 14.5.1950 (No. of Visits 6)

Reg. Book. 2480 on the Machinery of the Wood, Iron or Steel S.S. "BALI"

Gross 1409 Vessel built at Newcastle By whom Swan, Hunter & Wigham Richardson Ltd. When 1928 4
 Net 560 Engines made at Newcastle By whom Swan, Hunter & Wigham Richardson Ltd. When 1928 4
 Nominal 392 MW Boilers, when made (Main) 1928 (Donkey)
 of Main Boilers 2SB Owners A/S Ganger Rolf Owners' Address
 of Donkey Boilers - Managers Fred. Olsen & Co. (If not already recorded in Appendix to Register Book.)
 Main Pressure 115.16 Port Oslo Voyage
 Main Boilers If Surveyed Afloat or in Dry Dock Both
 Donkey Boilers (State name of Dock.) (H.C. Stuelcken Sohn)

Report No. Port O.F. Conversion.

Particulars of Examination and Repairs (if any) Completion of LMC, TS CL.
 Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 mentioned at the end of the report. State also the dates and initials of any letters respecting this case. E. 9. 6. 50

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
 A damage report made by anyone else? If so, by whom?
 The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 " " Donkey " " " "

State for what reasons BS not due, see Rpt. of 3.50 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?
 Latest date of internal examination of each boiler Present condition of funnel efficient

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? To what pressure were they afterwards adjusted under steam?
 The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
 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?

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? no
 shaft now been changed? no If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?
 An approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 21.4.50. State the wear down in the stern bush running fit 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
 The Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete. Also see Oslo Rpt. of 3.50.
 Done: - Vessel placed in dry-dock, examined propeller and outside fastenings, sea-valves (opened), screw-shaft (drawn), stern bush.

Completion of LMC: - Examined opened up, attached air pump, ballast pump, main circulating pump, G.S. pump, both main feed pumps, pumping arrangements, main and aux. condensers (tested), fan engine, steering gear, windlass, steam pipes (tested) (examined and tested as per Rules), both dynamos and electrical installation.

and 2. Repairs: - Stern bush part rewooded, propeller blades faired (bent at tips), Screw shaft nut renewed (corrosion); Attached air pump bucket and rod renewed (solid bucket in place of rope-packed), ballast pump water end cylinders rebored and buckets renewed, forward main feed pump water-end liner, bucket and rod renewed (wear).

1 Fuel Conversion: - Furnaces and fronts of boilers modified for oil fuel burning. Howden type fronts fitted. Olsen Slipway & Eng. Co. duplex oil fuel unit and hand-starting unit installed on seatings in boiler room. O.F. transfer pump installed in boiler-room. Oil fuel units, pumps, filling and pressure lines installed in accordance with the approved plans supplied on board the vessel and with Rule requirements.

accumulation test on boiler safety-valves witnessed, deck controls of O.F. tank and steam valves examined, steam

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as seen is in good order see overleaf
 (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, &AMS 9.11 & LMC 9.11 or & LMC 140 lb., FD, &c.)
 and eligible in my opinion to remain as-classed in the Register Book with fresh record of TS CL 4.50, LMC (with date)
 as previously recommended and the notation "Fitted for oil fuel 5.50 F.P. above 150 P", subject to O.F. unit
 heaters being tested by water or cold oil to 400 lbs/sq. in. at the first opportunity.

Completion of LMC 20 0 0 Fees applied for
 Survey Fee (per Section 29) 4: 0: 0
 O.F. Conversion 15 0 0
 Special Damage or Repair Fee (if any) - - -
 (per Section 29) Elec. Installation 5 0 0 Received by me,
 Travelling expenses (if chargeable) 1: 4: 0
 Sunday Fee 8 8 0

Committee's Minute TUES. 11 JUL 1950
 Assigned + LMC 12.44. subject
 14.50 Fitted for oil fuel re.

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9a.

at of Hamburg

Continuation of Report No. 971

dated 25.5.50.

on the

S.S. "BALI".

smothering system tested and completed installation examined under working conditions all with satisfactory results.

G.S. pump direct bilge suction blanked off. suction led to new connection on ballast pump with N.R. valve.

Additional Machinery: - W.S. & E. Co. O.F. unit No. F1517 Weirs pressure pumps Nos. 233321/2,

Heaters stamped "N.V. No.1517, No.397 steam side tested 450 lbs. Oil side tested 400 lbs 1.10.49."

Eureka 150 x 150 x 150 O.F. transfer pump No. 30347. N.V. Cert. herewith

Note: - The O.F. unit heaters have been tested by the Surveyors to Norske Veritas and it is submitted that the heaters be ~~approved~~ subjected a test pressure by water or cold oil to 400 lbs/sq.in. at the first opportunity.
Ballast, bilge and oil fuel pipe lines Plan No. 29076 herewith.

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Electrical Installation.

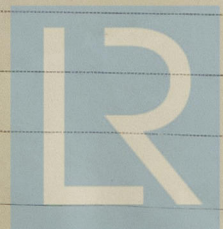
One steam driven dynamo set 10 K.W.

One Diesel driven dynamo set 15 K.W.

Both dynamos cleaned and tested. Two additional light points fitted in alterations to coal chute space (now a storeroom). Boiler room old light points removed and 6 new light points and wiring fitted.

Minor repairs and renewals effected to installation. On completion, insulation resistance of all circuits megger tested and found or made satisfactory.

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