

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

(Received at London Office)

12 FEB 1951

Date of writing Report 9-2-1951 When handed in at Local Office 1951 Port of Copenhagen

No in Book Survey held at Nakshor Date First Survey 6-11-50 Last Survey 12-1-51 (No. of Visits 19)

1946 on the Machinery of the Wood, Iron or Steel Twin Sc. "Gjullandia"

Vessel built at Nakshor By whom Nakshor Skebs A/S When 1934 11

Engines made at Copenhagen By whom Akt. Burmeister & Wain (Donkey) 1-1934 2 N.D.B 1951 When 1934

Boilers, when made (Main) Owners' Address (if not already recorded in Appendix to Register Book.)

Owners A/S. De Danske Maskinfabrik Kompagni Port Copenhagen Voyage

Managers If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Nakshor Pontoon

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

Gross 8482 Net 5217 Main Boilers 2 Donkey Boilers 1-125 lb

Report No. Port DK9. T.S. CS

Particulars of Examination and Repairs (if any) N.D.B. ALTERATIONS

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 be detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

Where 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.

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

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? No See First Entry Report on NDB

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Not done

What parts of the Boilers could not be thus thoroughly examined? OIL ENGINES CONTINUOUS SURVEY

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?

What is the latest date of internal examination of each boiler?

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

Has the shaft now been changed? P. Yes If so, state reasons Fractured Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 24-11-50 State the wear down in the stern bush 2.5 mm.

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

Is the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete in accordance with C.S. requirements.

NOW DONE - Vessel placed on pontoon, propeller, after end of stern tubes, sea connections and outside fastenings examined and found in good order.

P. & S. screw shafts drawn, examined starboard shaft found good Port shaft found fractured at top of key way.

Spare shaft now fitted and port stern bush re-wooded.

New spare shaft placed on board.

PORT SHAFT. SPARE SHAFT

LLOYD'S LLOYD'S

N° 4245 N° 8110

L.J. 1-8-40 L.J. 29.12.50

(See following sheet).

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.)

The machinery of this vessel so far as now seen is in an efficient condition and eligible in our opinion to remain as now classed with fresh record of LMC CS (with date) on completion of survey as above and T.S. CL Part N 11,50, Sthd. 11,50 and notation

2 NDB 1,51 WP 100 lb/sq inch

Survey Fee (per Section 29) C.S. Ks 450 T.S. Ks 150

Special Damage or Repair Fee (if any) Ks 500

INSTALLATION BOILERS (per Section 29.) Ks 250

Travelling expenses (if chargeable) Ks 453

Committee's Minute THU 8 MAR 1951

Assigned As now

Sthd S. 11,50 2 NDB fitted 1951

Port SN 11,50

004387-004393-0193/3

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



M. V. Gullandia

Now Done For C.S.:- The following machinery items examined and found or placed in good order. viz. -

Port main engine - all cylinder covers, main & exhaust liners, pistons, piston rods, crosshead pins and brasses, valves and valve gearing.

All eccentric straps and pulleys.

N<sup>o</sup> 1, 3 & 5 bottom end pins and brasses

N<sup>o</sup> 4, 5, 6 & 7 crankshaft journals and main bearings

Thrust shaft

N<sup>o</sup> 7, 8, 9 & 10 tunnel bearings

Starboard main engine - all cylinder covers, main and exhaust liners and pistons, piston rods, crosshead pins and brasses, valves and gearing

All eccentric straps and pulleys.

N<sup>o</sup> 1, 2 & 4 bottom end pins and brasses.

N<sup>o</sup> 1, 2, 3, 4 & 5 crankshaft journals and main bearings

Thrust shaft.

N<sup>o</sup> 7, 8, 9 & 10 tunnel bearings

Fresh water cooler

2 lubricating oil coolers

Port S.W. cooling pumps

Main fire pump

Steering gear and windlass

Pumping arrangement in way of new boiler room only.

Additional 165 KW generator set N<sup>o</sup> 4509 removed from the M/V Erica and installed on board as N<sup>o</sup> 4 at the starboard forward end of engine room, - examined in its entirety (see also alterations)

REPAIRS (WEAR & TEAR):-

PORT MAIN ENG. N<sup>o</sup> 1 top & bottom cylinder liners renewed

N<sup>o</sup> 1 piston rod sleeve renewed

N<sup>o</sup> 2 bottom exhaust liner renewed

N<sup>o</sup> 3 top & bottom cylinder liners renewed

N<sup>o</sup> 4 top & bottom cylinder liners renewed

N<sup>o</sup> 5 top liner renewed

STARBOARD MAIN ENG. N<sup>o</sup> 2 piston rod sleeve renewed

N<sup>o</sup> 3 top & bottom cylinder liners renewed

Bottom exhaust & piston renewed

N<sup>o</sup> 5 top & bottom cylinder liners renewed

piston rod sleeve renewed.

(See following sheet N<sup>o</sup> 2)

Port of Copenhagen

M. V. "Jutlandia"ALTERATIONS ELECTRICAL:-

Additional 165 KW Diesel generator set installed and tested in accordance with Rule requirements and found in good order.

New panel fitted to main switchboard all fittings, cables and wiring throughout the Hospital accommodation are in accordance with the rule requirements and approved plans.

Insulation tests made on all circuits and the whole electrical equipment examined under full working conditions and found satisfactory.

NEW DONKEY BOILERS:- 2 new vertical donkey boilers installed in N° 4 lower hold for domestic use only.

The boilers have been installed under special survey in accordance with the Rules and approved plans. See First Entry Report 5b.

The safety valves adjusted under steam and the oil burning installation examined under working conditions.

Pumping arrangement in way of new boiler room tested and found satisfactory.

FIRE EXTINGUISHING ARRANGEMENT-

2,000 litre Eller Hammer foamite system and 49 bottle CO<sub>2</sub> plant fitted in connection with engine and boiler rooms.

2 Hose connections in engine room

1 " " " " " boiler room

2 portable foamite 2 gallon size and sand box in boiler room.

M. V.