

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

(Received at London Office

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Report made on 28th Oct. 1949 When handed in at Local Office 1949 Port of KIEL  
Survey held at KIEL Date First Survey 8th June Last Survey 9th September 1949  
(No. of Visits 39)

on the Machinery of the ~~Wood, Iron or Steel~~ "HAUKERJELL"  
Gross 9829 Vessel built at Sunderland By whom Sir J. Laing & Sons, Ltd. Year. Month. 1941 12  
Net 5827579 Engines made at Newcastle Triest By whom Cantieri Riuniti Dell Adriatico  
3650 IHP Boilers, when made (Main) (Donkey) 1941  
Owners A/S FALKERJELL Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Olsen & Ugelstadt Port Oslo Voyage  
Boilers 290 If Surveyed Afloat or in Dry Dock No. 5 Dry Dock Deutsche Werke  
Boilers 220 (State name of Dock.) Howaldtswerke 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 assigned and expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS *		MBS * 12,41
Bulk oil carrier 11,48		BlRS 3,48
Annual Survey 3,48		TS 3,46
Fitted for oil fuel		

Port No. Port  
Reasons of Examination and Repairs (if any) L.M. C. (Re-engined)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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

Means for what reasons. What parts of the Boilers could not be thus thoroughly examined?  
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?  
Date of internal examination of each boiler both 2/9/49 Present condition of funnel good

Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -  
Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 220 lbs/11"  
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? yes  
Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -  
Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? yes  
Screw shafts now been drawn and examined? yes Have they been drawn and examined? yes Is an approved oil retaining appliance fitted at the after end? no  
Screw shafts now been changed? no If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -  
Approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 19/7/49 State the wear down in the shaft close Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes  
If not complete, state what arrangements have been made for its completion and what remains to be done complete  
Main engines of this vessel have now been removed and two of the boilers (Nos. 1620 and 1621) without superheaters have been retained as donkey boilers. One Diesel motor fitted. Report 4b herewith. In connection with these changes, the engine room seatings have been modified in accordance with approved plans (see report 8).

The ten cylinder Sulzer 2-stroke Diesel engine (ex Vega)- refer London's letter 31/5/49- has now been completely dismantled.  
Examined, cylinders, liners (drawn and tested), heads (tested), pistons (tested), piston rods and guides, connecting rods with top and bottom end bearings, crankshaft and main bearings, thrust block and shaft, Camshaft and bearings, valves and valve gear. All found or placed in good order.  
Vessel placed in dry dock, examined propeller, screw shaft, stern bush, sea cocks and valves and outside fastenings.  
Intermediate shaft and bearings examined.  
Examined all auxiliaries including windlass and steering gear. P.T.O.

Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order and no alteration 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.)  
I am in my opinion for class as contemplated with record of B.S. 9:49, T.S.D. 7:49, D.B.S. 8:49. (Re-engined 9:49)

(per Section 29) classification 128 : 0 : 0 Fees applied for  
E.L. 80 0 0  
Major Repair Fee (if any) £ 10 : 0 : 0  
Expenses (if chargeable) £ 7 : 0 : 0  
Fee 24/7/49 8 8 0  
Received by me  
P.T.O.

Y. B. S. S. E. D.  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 10 MAR 1950  
MBS 9.49 DBRS 8.49  
S(CH) 7.49 IVE made & refitted 49



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

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

Coolers and heaters tested to Rule requirements.

Steam and feed lines tested to Rule requirements.

Air receiver and air lines examined and tested to 50 kg/cm<sup>2</sup> and found satisfactory

The electrical installation has been modified. Report 13 herewith.

The three boilers were examined in their entirety after the removal of the superheaters. The two now fitted were hydraulically tested to 220 lbs/11" and found satisfactory. The safes were subsequently adjusted under steam to pressure stated. Oil fuel installation examined.

REPAIRS NOW EFFECTED

Main Engine

Crankshaft lapped on account of pitting.

Main and bottom end bearings remetalled.

Two top end bearings remetalled.

Screwshaft liner machined in way of bush, and bush rewooded.

Spare screwshaft supplied (certificate herewith).

Minor repairs effected to auxiliaries.

Bonkey Boilers

Both boilers, plain tubes all renewed, and one lower manhole flange built up with plate in way of local wastage, door refitted.

The main units were fitted and alignment checked and found in order.

Three new Diesel generators have been fitted (Reports herewith).

A 6 kw single cylinder Diesel emergency generator and compressor has been installed. This was put on load for two hours, the governor tried, and the generator temperature rise noted. All found satisfactory.

Upon completion of the installation and repairs, a six hour sea trial was carried out at which main and auxiliary machinery tried out and governor tested and found satisfactory. The steam smothering and oil fuel control valves were tried out from the casing top and found in order.

*4/6*



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