

Rpt. 9

Date of writing report 14-3-1958

Received London

28 APR 1958

Port Aalborg

No. ABG

16901

Survey held at Aarhus

No. of visits 6

First date 6-1-58

Last date 12-3-58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14214 Name S.S. "IKLA" Gross tons 1854 Date of build 4-1919

Owners Liberian Steamship Corporation Managers Estoanglo Port of Registry Monrovia

Engines made 1919 By N.E. Marine Eng. Co. Ltd. Type T 3 cyl.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.P. 180 lbs.

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock both

Nature of Survey Damage

Was Damage Report issued? NO Int. Cert.? YES

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 Al	+ LMC
SS 11.54	eng. 11.54
Docking 11.57	MBS 11.57
Dr 9.46	CL 11.57
	Sps 11.52

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes .6 mm Oil Glands Sea Connections good

Fastenings good Has Screwshaft Tubeshaft been drawn? YES Date of Examination 30-1-58 Has Shaft been changed? NO

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? YES Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods of the HP: good

2 Valves & Gears of the HP: good

3 Connecting Rods, Top Ends & Guides of the HP: good

4 Crankpins & Bearings of the HP: good

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX) good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Main circ. pump: good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? YES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, as far as now seen, is

in good condition and eligible in my opinion to remain as now classed and to have fresh

record of TS (CL) 2.58.

Date of Committee TUESDAY 20 MAY 1958

Decision TS 2.58

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

002816-002824-0206

Engine Surveyor to Lloyd's Register of Shipping

Foundation

32 Essential Independent Pumps (Identify by position) The two ballast and bilge pumps (stb): good
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)
.....
.....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
 Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage repairs:-
Damage stated to have sustained on the 27th December, 1957 due to grounding at Rosnes.

Now done: The ship placed on pontoon, the cast iron propeller found badly damaged. The propeller rejected and replaced by a spare (cast iron) propeller kept onboard. The new propeller marked MWAUN & Son No. 5311 SUNDERLAND.
The propeller shaft checked for true, drawn in, examined and found good. On completion the propeller was examined after matching and found satisfactory.
The HP piston rod replaced by a spare kept onboard.
The condenser opened up, cleaned for sand and found satisfactory. The main engine driven circulating pump and the 2 port ballast & bilge pump opened up, cleaned and found satisfactory.

LEAVE THIS SPACE BLANK

Survey fees Kr. 516.00
Damage fee Kr. 510.00
Expenses... Kr. 132.00
Date when A/c rendered

