

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

(Received at London Office

29 MAY 1952

 Date of writing Report 9th May 52 When handed in at Local Office 19 Port of H A M B U R G

 in Book. Survey held at L Ü B E C K Date. First Survey 13th March Last Survey 11th April 19 52  
 (No. of Visits 10)

 89 on the Machinery of the W. B. E. L. E.

 Gross 1240 Vessel built at Landskrona By whom Öresundsvarvet A/B Year 1937 Month 1  
 Net 574 Engines made at Landskrona By whom Öresundsvarvet A/B When 1937 1  
 Main Boilers 2SB(Spt) Boilers, when made (Main) 1937 (Donkey) -  
 Owners Stockholms Rederiaktieb. Svea Owners' Address -  
 Managers Eman. Högborg Port Stockholm Voyage -  
 Donkey Boilers - If Surveyed Afloat or in Dry Dock Both  
 Pressure - (State name of Dock) Lübecker Maschinenbau-Ges.

 Main Boilers 200lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

 Donkey Boilers - Report No. Port

 Particulars of Examination and Repairs (if any) Part BS, Dckg, Rprs, O.F. Conversion  
 Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides, stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case

 In 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 no damage

 Damage report made by anyone else? If so, by whom? -

 Surveyor personally go inside each Main Boiler separately and make a through examination at this time? yes

 " Donkey " " " none

 State 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? -

 Next date of internal examination of each boiler 8.4.1952 Present condition of funnel(s) efficient

 Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? not adjusted

 Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? -

 Surveyor examine the drain plugs of the Main Boilers? none and of the Donkey Boilers? -

 Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? -

 Screw shaft now been drawn and examined? no Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

 It 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 not examined State the wear down in the bush close fit

 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

 Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

 Survey is not complete, state what arrangements have been made for its completion and what remains to be done to complete the Boiler Survey

Safety valves of both boilers remain to be adjusted under steam.

Owners' Superintendent stated that this will be done at first opportunity.

V DONE:-

## Docking:-

Vessel placed in drydock.

Propeller, cocks, valves and outside fastenings of sea connections examined and found satisfactory.

## Boiler Survey:-

Both boilers examined internally and externally with superheaters, mountings, manholes, doors and their fastenings and placed in satisfactory condition.

Oil fuel burning installation examined under working conditions and found satisfactory.

Steam smothering arrangement verified.

Control rods checked.

p.t.o.

## 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, &amp;c.; thus, for example, BS 9,11, B&amp;MS 9,11, LMC 9,11 or LMC 140 lb., FD, &amp;c.)

The Machinery of this vessel, where now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with the notation "Fitted for oil fuel 4,52 F.P. above 150°F." now and record of BS 4,52 when the safety valves of both boilers adjusted under steam.

 Fees applied for  
 OIL FUEL CONVERSION £12: 0: 0  
 Repair Fee (if any) £25: 0: 0  
 (per Section 29.)  
 Expenses (if chargeable) £10: 0: 0

Fees applied for

Received by me,

FRI. 18 JUL 1952

tee's Minute

d. See Skm. 8610

Engineer Surveyor to Lloyd's Register of Shipping.


 Lloyd's Register  
 Foundation

003525-003532-0177 1/2



Rpt. 9a.

Port of H A M B U R G

Continuation of Report No. 1823 dated 9th May 1952

on the

" B E L E "

Oil Fuel Conversion:- contd...

Ballast lines in Nos. 3, 4, 6 and 7 double bottom tanks disconnected and suitably rejoined.

All pipe lines examined under pressure and found good.

Tested fuel oil transfer pump and two fuel oil pressure units with filters and heaters, fitted on fabricated stools, having drip trays leading the oil to main drip trays arranged around the port and starboard settling tanks, and hand pump installed and connected.

Suction and discharge pipes tested on completion in accordance with the Rules.

Filling and suction pipes to settling tanks tested on completion.

Steam heating coils in all tanks satisfactorily tested.

Steam heating coil returns led through suitably illuminated observation tank on port side of the boiler room.

A hand starting unit and an electric driven gear wheel pressure pump tested and installed on starboard side of the boiler room.

Both outboard turbine oil burners equipped with "Vee" belts and connected to electric motors for being used for cold starting (Vessel now equipped with Diesel Generator Set).

Overflow pipe lines from both settling tanks lead to No. 4 port and starboard double bottom tanks.

Illuminated observation glasses are installed in these pipe lines.

Control rods operated from outside the machinery space are capable of stopping the fuel oil pumps and shutting off the oil fuel supply.

Quick closing valves are fitted to both boilers.

The funnel dampers satisfactorily permanently secured in place by electric welding.

Steam smothering arrangements under the oil fuel units, oil fuel transfer pump around settling tanks and under both boilers are capable of being operated from above the deck, outside the machinery space.

Three chemical fire extinguishers, two sand boxes and a hose with connection to ballast discharge pipe line satisfactorily installed.

All lead bilge- and ballast pipes in engine and boiler rooms removed and satisfactorily replaced by steel pipes.

Sounding pipes for double bottom tanks and distance recorders to both settling tanks installed.

*A.F.B.*

" B E L E "

Boiler Repairs (Wear and Tear):-

All superheater elements of starboard boiler and a number of port boiler elements replaced by new tested elements.

All superheater headers taken ashore, joint surfaces machined and drain pipes satisfactorily renewed.

Two cracked valve spindles renewed.

Machinery Alterations:-

An additional hand starting two cylinder Diesel Generator Set has now been installed on starboard side aft in previous coal bunker on a welded seating.

Engine Maker:- J & H McLaven, Ltd.,

Type B2 15 B.H.P.

No. 2 B 2546 1200 R.P.M.

Identification marks and date of test:-

26.2.51 J.S.

Generator Maker:- Elektromekano, Sweden,

No. 823969

Type DVS 5,

115 V. 70 Amps.

1200 R.P.M.

Compound Wound.

The new installed switches on main switchboard and the connection of generator are in accordance with the Rule Requirements.

An all welded and tested fuel oil tank of 0,9 cubic metres has been fitted under deck in previous coal bunker.

Drip tray satisfactorily arranged.

On completion satisfactory running and governor trials were carried out.

Machinery:-

The following machinery parts opened up, examined and placed in satisfactory condition:-

Main engine cylinders, pistons, valves and valve casings.

Main engine driven bilge- and feed pumps.

Valves and valve casings of fan engine and centrifugal cooling water pump.

Feed water heater tested.

Machinery Repairs (Wear and Tear):-

A crack in HP cylinder jacket over a length of approximately 750 mm now permanently "Metallocked".

HP piston rod and IP and LP slide valve spindles ground and glands renewed.

All M.E. piston rings renewed.

Both main engine driven feed pump rams renewed, glands machined, valves renewed.

Both main engine driven bilge pump rams machined, glands and valves renewed.

Valve spindles of fan engine and centrifugal cooling water pump renewed.

Circular No. 1980:-

R HP 823, R.P.M. 90

Source of information - The Owners' Superintendent.

Oil fuel conversion:-

This vessel has now been converted for the burning of oil fuel.

The fuel oil is carried in Nos. 3, 4, 6 and 7 double bottom tanks port and

starboard (Frames 32 to 54, and 68 to 84) and two settling tanks port and starboard.



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