

No. 18719

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

(Received at London Office)

Date of writing Report. 17th Feb. 1953 When handed in at Local Office.

19 Port of Amsterdam

Survey held at Amsterdam Date. First Survey 8th Jan. Last Survey 3rd Feb. 1953

(No. of Visits 10)

on the Machinery of the Wood, Iron or Steel

Gross 5135

Net 3160

Tons 476 MN

Main Boilers 315B

Donkey Boilers

Pressure— 180 lbs

In Boilers

Vessel built at Sunderland

Engines made at Sled

Boilers, when made (Main) 1920

Owners A/S. Bunkfart

Managers A. I. Gangfeldt Co

Surveyed Afloat in Dry Dock N.D.S.M.

(State name of Dock.)

By whom Bartram & Sons

By whom J Dickinson & Sons Ltd

(Donkey)

Owners' Address

Port Christiansand Voyage 4.2.53 Varvli

(if not already recorded in Appendix to Register Book.)

Key Boilers

Report No.

Port

Conversion to F.O. Burning

Details of Examination and Repairs (if any) BS - Occasional M.S.

All 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 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides cited in the body of the report, should be briefly summarised at the end of the report. State also the dates and 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.

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

"

"

to 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?

Last date of internal examination of each boiler 12/1 all boilers

Present condition of funnel(s)

Good

Surveyor examine the Safety Valves of the Main Boilers?

Yes

To what pressure were they afterwards adjusted under steam?

180 lbs

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?

Yes, and of the Donkey Boilers?

✓

Surveyor examine all the mountings of the Main Boilers?

Yes, and of the Donkey Boilers?

✓

Crew shaft now been drawn and examined?

Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

No

Now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

✓

Proved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the bush

✓

1 mm

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

✓

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

✓

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.

Propeller & outside fastenings placed in dry dock; propeller & outside fastenings examined and found in order.

Additional main circulating sea inlet valve (i.e. an upper inlet) - cast steel - Ø 250 mm - has

fitted at Port side (please see also Report Ship Surveyor).

ENGINE: HP cylinder cover, having previously been Metlock repaired, specially examined and found in an efficient condition that in my opinion any further special attention is no more required. Value chest opened out, all insulation around distance piece between HP cylinder & MP value chest kept, and distance piece carefully examined; found 2 Metlock repairs in same, both running down upper flange, i.e. at Starb. side one of 8" length and at Port side one of 16" length. These repairs were efficient and the former cracks having not extended. Considered the strength & construction of the distance and the efficiency of the repairs, renewal of same is not deemed urgent in my opinion. It has been agreed with the Owner's Superintendent that the distance piece will be kept under observation by annual special inspection, the first of which is to be held before the end of February 1954.

General Observations, Opinion, and Recommendation:

Please see Continuation sheet.

(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, XLMC 9/11 or EMO 140 lb., FD, &c.)

CS 3.34

Machinery being in a good condition I am of opinion that same is eligible to remain as classed with fresh record of BS 1.53.

Distance piece between HP cylinder & MP value chest to be spec. examined by 2.54 and further annually renewed. The items "HP cyl. cover" to be expunged, and "distance piece" to be amended in Spec. R. list.

Fee (per Section 23)

Conversion Fee (if any) per Section 23.

Fees applied for (per Section 23)

£ 280.-

£ 250.-

£ 16.50

19-2 1953

Received by me

19

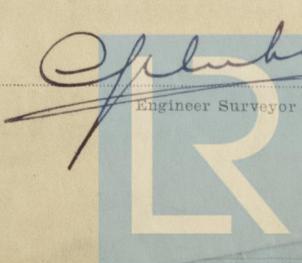
Filing expenses (if chargeable)

Committee's Minute

TUES. 17 MAR 1953

As now

£ 2.53 subject



Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

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

003605-003610-0142

0142

Amsterdam

Continuation of Report No.

~~18719~~ 17.2.53 on the

machinery of the 5/5 "SIREDAL"

IN ENGINE (continued):

few days before vessel's departure a new distance piece was supplied on board. This will be held as spare, and fitted when necessary or convenient.

Main condenser entirely dismantled, tube baffle and both tube plates renewed, 5 tubes and all ferrules renewed, condenser hydro tested, examined and found in order. Action suction distribution chest of General service pump (being wasted) renewed.

Conversion to F.O. Burning:

Fuel oil burning installation, Makers GRØNLINDS - Oslo - Serial N° 2509 - Type TF. 150. supplied with Certificate N° 2397. Oslo, 6-2-53, has been fitted.

This installation consists of:

F.O. burning pump - Albion - rotary - 6 T/h - drive by an electric motor - Thomas B. Thijse N° 2010035 - 1½ HP - Maker's Test Report of which is forwarded herewith.

F.O. burning pump (as above) - V belt drive by Fan engine

F.O. Transfer pumps - Worthington Simpson - Duplex horizontal - 20 T/h

Fan engine

F.O. Heaters, and further suction & discharge Duplex filters.

Starting-up: Two means of starting up are provided:

1) A former 2½ Tons drinking water tank on the boat deck is now arranged for Diesel oil; fittings of same are made as per Rules.

2) The existing hand-started Diesel generator can supply electric current for the electric driven F.O. burning pump.

Installation has been made in accordance with the approved plans as obtained from the Oslo Surveyors.

The F.O. Pumping & Burning arrangement has been made in accordance with the approved plan, Secretary, letter and Rule requirements.

NOTE. The "SPO." (see plan) has not been made; the F.O. settling tank drains are now led to the oily bilge wells (P & S).

The funnel stampe has been removed.

Steam heating coils (Ø 50/60 mm) have been fitted in both F.O. bunkers & settling tanks; same hydro tested after fitting and found in order.

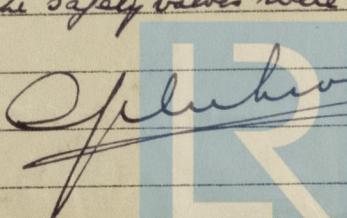
Newly fitted Fire extinguishing arrangement examined, tried and found satisfactory.

All 3 main boilers examined throughout and found with their super heaters in efficient condition. All inner feed pipes have been renewed.

Mountings & safety valves opened out, examined and found or made in order.

Coal furnace fronts removed and replaced by GRØNLINDS Oil furnace fronts.

On completion of the job the machinery and boilers have been tried under steam and found, with the new F.O. burning plant and the newly fitted steam smothering arrangement, in good working order; the safety valves were adjusted.



© 2020

Lloyd's Register
Foundation