

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

(Received at London Office

4 AUG 1950

Date of writing Report

27/7

1950

When handed in at Local Office

10

Port of

Rotterdam

No in Reg. Book. Survey held at

Rotterdam

Date

First Survey

2/6 '50

Last Survey

20/7

1950

(No. of Visits

12)

Survey on the Machinery of the Wood, Iron or Steel

my "IMIA"

Tonnage
Gross 63290
Net 4026
Nominal Horse Power 598.11

Vessel built at Sunderland
Engines made at Sunderland
Boilers, when made (Main) Owners S/S I.M.A.

By whom W. Dooftord & Sons, Ltd.
By whom W. Dooftord & Sons, Ltd.
(Donkey) 1930

Year Month
When 1930 8
When 1930

No. of Main Boilers

Managers S. Marsussen

Owners' Address

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

Port Oslo

Voyage

No. of Donkey Boilers
Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock Adam Drydock Co.
(State name of Dock.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 3.50		H.L.M.C.
3.49		C.S. 2.46
S.P. Rob. - 2.47		C.S. 2.46
Carrying Petroleum in bulk.		D.B.S. 3.50
		C.L. 7.49

Last Report No.

Port

Particulars of Examination and Repairs (if any) Cond. O.P. + Repairs

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case

In damage 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

Was 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

If not, state for what reasons not due for survey reported found at Port. What parts of the Boilers could not be thus thoroughly examined?

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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

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

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

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

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Ext^{ns} propeller and outside fastenings when the vessel was placed in the drydock and found same in good condition.

Ext^{ns} the four main engine cylinders, liners, pistons & rings pistons, transverse beams & trams, all side and centre crossbeams and frames with guides and gudgeons and same found or made in good condition.

main engine crank and thrustshaft with trams opened up ext^{ns} and found or made in good condition.

Attached flush & saltwater cooling water pumps, lub. oil pump and bilge pump opened up ext^{ns} together with the driving gear and found or made in good condition. main engine fuel pump drive ext^{ns} and found or made good.

Independent, centrifugal pump, bilge pump and G.S. pump, oil fuel transfer pump, fuel returning pumps, both fuel pumps

to be continued

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.)

CS 3,34
Vessel to be continued as classed and the engine parts now seen noted for O.P.

Survey Fee (per Section 29)

£500.-

Fees applied for

Special Damage or Repair Fee (if any)

£400.-

Received by me,

Travelling expenses (if chargeable)

£110.-

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Committee's Minute

TUES. 29 AUG 1950

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

(The Surveyor's name)

NORWEGIAN

M.V. "I.M.A."

cooling water pumps for ME fuel burning, forward steam driven air compressor, motor driven and steam driven generator sets opened up all working parts ~~in~~ and found or made in order.

Electric installation ~~in~~ and suggested and found or made in order.

Repairs now done:

Cylinder liners Nos 1-3-4 renewed (worn) removed liners kept as spare, cooling spaces tested and found tight.

Landing faces of piston heads and skirts and piston rods dressed up in lathe, piston rings renewed as required.

Guides Nos 1-2-4 reinstalled.

Centre crosshead pins Nos 1-2-4 dressed up in lathe and branes reinstalled, top halves of the 4 main bottom end branes reinstalled side crosshead pins No 1 aft and No 4 fore and aft renewed material tested as required and branes reinstalled, remaining branes of side crossheads, guides and bottom ends overhauled and adjusted.

Coupling bolts of crank/shaft coupling removed alignment controlled found good and bolts refitted.

Thrust block pads and branes adjusted.

Main engine fuel pumps overhauled and made good.

Drive of attached pumps, branes of the shafting reinstalled attached part, salt cooling water pumps piston rods skinned up, rings renewed, top covers renewed.

Attached bilge & lub oil pumps rods skinned up and refitted.

Water cooling arrangement placed in order with necessary renewals.

Standby cooling water pump impeller shaft renewed and impeller refitted and lined up with steam engine.

Fuel valve cooling pumps steam & water cylinder tried out pistons & rings renewed.

Forward steam driven air compressor thoroughly overhauled air coils cleaned and tested.

Both fuel pumps piston rods skinned up & refitted piston rings renewed, valves placed in order.

Oil fuel burning pump, piston rod renewed, piston rings renewed, spare pump overhauled.

Bilge and general service pumps liquid ends renewed steam cylinder tried out, pistons, rings and piston rings renewed.

Steam and motor driven generator sets thoroughly overhauled, one motor driven generator set removed and scrapped and replaced by a one cylinder steam engine generator set.

Particulars: Makes Sunderland Forge Engine No 44139 generator

No 44140 25 K.W 220 A 110 V 600 revs comp. cont. rating

to be cont.

MV. "I M A"

A certificate has been requested from the maker and will be forwarded as soon as received.

Electric installation

The main switchboard has been renewed (fuseholders and terminals burnt off).

Cables from generators to switchboard renewed
supply cables to amidship and forward renewed
Pump room cables renewed.

Distribution cables in accommodation and stores
amidship and cables for the navigation lights renewed
minor repairs effected in accommodation aft and in
engine room spaces.

Generators overhauled, collectors skimmed up,
armatures and field coils cleaned and varnished.

A revised plan of the electrical equipment is
sent herewith for reference.

Upon completion of repairs machinery ^{is} under
working condition and was found in good working
and manoeuvring order.

F. Willens