

15 SEP 1953

No. 2582

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

(Received at London Office)

Report of writing Report 3rd Sept. 1953 When handed in at Local Office 1953 Port of HAMBURG.
Survey held at HAMBURG. Date First Survey 15th July Last Survey 1st Sept. 1953
(No. of Visits 16)

52 on the Machinery of the ~~W. & A. R. Steel~~ M.V. "WINNETOU"
Gross 6554 Vessel built at Newcastle By whom Palmers' Co. Ltd., When 1930 8
Net 3816 Engines made at Wallsend By whom Wallsend Slipway Co. Ltd., When 1930 8
Main Boilers - Boilers, when made (Main) (Donkey) 1930
Power MN 480 Owners Hansa Tank-Reed. G.m.b.H., Owners' Address -
(if not already recorded in Appendix to Register Book.)
Main Boilers - Managers Atlantic Rhed. F. & W. Joch Port Hamburg Voyage -
Donkey Boilers 2 If Surveyed Afloat or in Dry Dock Both
Main Boilers - (State name of Dock.) Deutsche Werft A.G.,
Donkey Boilers 120 lbs

Report No. Port
Particulars of Examination and Repairs (if any) Dkg. TS, CS, DBS, Alter.Rprs.,
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
of 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
tailed 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

ge cases where the Surveyor has not made a special damage report he is required to state whether he offered his
vices for this purpose, and why they were declined
amage 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

ate for what reasons? What parts of the Boilers could not be thus thoroughly examined?

pecial means, in the absence of internal examination, were adopted by the
yor to assure himself of the thorough efficiency of those parts of each Boiler?

test date of internal examination of each boiler 24.8.1953 Present condition of funnel(s) efficient

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? 120 lbs

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

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

Surveyor examine the drain plugs of the Main Boilers? yes and of the Donkey Boilers? yes

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

crew shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? -

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

roved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 20.8.1953 State the wear down in the

ush 2.5 mm Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, yes

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

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

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

ONE:-

Docking & TS:-

Vessel placed in drydock.

Propeller, screw shaft, stern bush, cocks, valves and outside fastenings of sea connections
opened up, examined and placed in a satisfactory condition.Continuous Survey:-

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

Main Engine, all cylinder covers, valves and valve gear, cylinder liners, pistons and
piston rods, crossheads, guides and connecting rods, and the crankshaft with all bearings.

All main engine attached pumps including scavenge air pump.

Both steam generator engines.

Stand-by sea circulating pump.

p.t.o.

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
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
140 lb., FD, &c.)

CS 3,34 The Machinery of this vessel, as now seen, is in efficient condition and eligible, in our
on, to remain as now classed with fresh record of DBS 8,53 and TS CL 8,53 now, and + LMC CS (with date)
the Survey has been completed.

Fee (per Section 29) C.S. DM 900.-
T.S. DM 60.-
Damage or Repair Fee (if any) DM 300.-
(per Section 29.) DBS DM 150.-
DM 80.-
DM 62.-
ing expenses (if any)
Day Attendance Fee
nittee's Minute
ned

Fees applied for

19

Received by me,

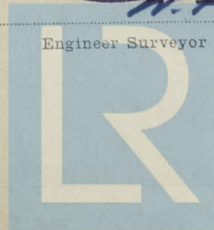
19

DBS 9.53

58.53

for R. F. Kehler and self

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
00416-004124-0083

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

"WINNETOU"

CS:- (contd.)

Combined condenser cooling water and condensate pump.

Both boiler feed water pumps.

Both oil fuel pressure pumps and the oil fuel heaters.

Piston cooling water pump.

Auxiliary condenser and the lubricating oil coolers tested.

Donkey Boiler Survey:-

Both donkey boilers examined internally and externally with mountings, manholes, doors and their fastenings and found satisfactory.

Safety valves adjusted under steam as noted.

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

Fire fighting appliances verified.

Control rods checked.

Alterations:-

The main engine of this vessel has now been converted for solid injection.

The injection air compressor viz:- cylinder block, piston and piston rod with bearing, the intercoolers and the 2 injection air receivers and air pipes have been removed, the crank casing fitted with a blind flange in way of the compressor crank casing.

Each cylinder has now been fitted with a "Combined High Pressure Fuel Oil Pump and Fuel Oil Valve for Solid Injection" made by Kockums Mekaniske Verkstad A/B, Malmö, Sweden and of the Makers' Type.

The valves have been tested before fitting and were all stamped:- No. 3625 LLOYD'S Hydr. Test Ham.
Fuel Cyl. 400 AT. Gas Cyl. 80 At.
17.8.53 R.F.K.

Wear and Tear Repairs:-

Main Engine The fitting of the cylinder liners in all cylinder blocks was found slack, due to corrosion in the cylinder blocks, in way of webs for rubber rings.

These webs have now been machined and bushed.

The bushes are well secured by screws.

The cylinder blocks, complete with liners have been examined under hydraulic test and found sound.

All cylinder liners have been renewed.

All 6 main engine crossheads were found cracked in the radius of the underside of the pins and the crossheads have been renewed.

All crossheads were forged in Deutsche Werft A.G., Hamburg, from L.R. tested material in accordance with the Requirements of the engine builders. All crossheads are stamped: 3624 LLOYD'S HAM.

Top and bottom surfaces of connecting rods found corroded and hammered, now machined true. 17.8.53 R.F.K. (See also Hamburg Ref. 2856/B, date)

Scavenge pump crosshead scored, machined true and bearings remetalled.

Propeller: Cast iron propeller found badly pitted in tips of blades.

A new bronze propeller has now been fitted, stamped: LLOYD'S 2505 A.K. 3.12.52.

Steam Generator Engines: Piston rods, slide valves and slide valve spindles of both engines renewed, valve gear rebushed as necessary.

Stand by sea Circulating Pump: Impeller shaft corroded, now renewed and bearings remetalled.

Trials:-

Main- and auxiliary engines examined under working conditions on completion and found satisfactory.



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