

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

(Received at London Office)

No.

1188

3 MAR 1955

Report made on 19. 2. 55. When handed in at Local Office 22. 2. 55. Port of BREMEN.

Survey held at Boeschenhagen. Date First Survey 20. 12. 55 Last Survey 16. 2. 55.

(No. of Visits 12)

Machinery of the Wood, Iron or Steel T.S.S. "NEPTUNIA"

10519 Vessel built at Amsterdam By whom Nederlandsche Scheepsmaats. Year 1920 Month 2

6299 Engines made at Amsterdam By whom Werkspoor When 1920 Month 2

1171 Boilers, when made (Main) 1920/2 mo. (Donkey) -

6 Owners NEPTUNIA SHIP CO. S.A. Owners' Address -

Managers - Port Panama Voyage -

If Surveyed Afloat or in Dry Dock BOTH. (Noodden Lucht Lloyd.)

(State name of Dock.)

No. Port

of Examination and Repairs (if any) BS. & Pms. Safety Cert.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on (the cause of which must be stated) should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarized at the end of the report. State also the dates and persons respecting this case.

If the Surveyor has not made a special damage report he is required to state whether he offered his services for the purpose, and why they were declined.

Has the Surveyor been made by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a through examination at this time?

Donkey " " "

What parts of the Boilers could not be thus thoroughly examined?

In the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler?

Internal examination of each boiler. Present condition of funnel.

Examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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

Examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Examine all the mountings of the Main Boilers? and of the Donkey Boilers?

How often drawn and examined? NO. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

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

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

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

Complete, state what arrangements have been made for its completion and what remains to be done.

Vessel placed in dry dock examined propellers and outside fastenings, sea valves, Port screw shaft cone only and after end of stern bark and fastenings. Opened up Port main engine cylinders, pistons, rods, covers, valves and valve chests, and bottom end bearings, crankshaft, thrust shaft and intermediate shafts and bearings, bilge and sanitary pumps, P. vs. main condensers, Port air/condensate pump, Port main pump, electric driven feed pump and gear drives, ballast, general service, steam, bilge, emergency transfer, main and auxiliary bilge pumps, pumping arrangements, D.F. heaters and burning arrangements, electric driven forced draught fan, gear & motor, evaporator, turbo generator turbine (casing lifted), inboard diesel generator engine, emergency generator, bilge pump, circulating pump, electrical installation, steering gear engine, windlass. Examined all boilers in their entirety together with their mountings, doors and fastenings. valves adjusted under steam to 213/16 lb. Boiler found OK pressure limits and insulation under working conditions, fire fighting, insulation and equipment, steam & co., (Continued)

Conclusions, Opinion, and Recommendation:-

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 on 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 1b., FD, &c.)

That this vessel so far as seen is in good order and is eligible for entry in the Register Book with port record of 23.2.55.

BS. £37 10/- Fees applied for, on 19/3/55 Received by me, 19.

TUESDAY 5 APR 1955

BS 2.55

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004548-004555-0239 1/3

BREMEN.

Continuation of Report No. 1188

dated

19. 2. 55.

on the

T.S. NEPTUNIA

examined and tested, extended spindles for deck control to O.F. bunker, steam and edge valves examined and tested. Diesel gen. engine compressor and after SA. receiver examined. Repairs:- Port propeller removed ashore and refitted satisfactorily. Propeller re-conditioned and stamped "LLOYDS ROTT. NO. 10088, 2. 2. 55 HAM.".

About 30 tubes in P & S. condensers each removed and condensers tested and made tight.

Port main circulating pump spindle and clearance rings renewed (wear).

Main O.F. boiler pressure pump spindle renewed and bearings rebushed (wear).

P. & S. main engine and Port and Starb. intermediate shaft aftermost bearing holding-down bolts overhauled and hardened up.

Bilge, ballast and O.F. tank valves and lines overhauled and all extended spindles made workable.

Electric-driven F.D. boiler fan gearing overhauled, ball bearings and gear wheels renewed (wear).

Starb. fire/sanitary pump (elect. dr.) overhauled in ship. Clearance rings renewed spindle skinned & glands rebushed.

Diesel generator engine starting air receivers, fwd. and aft., fitted in accordance with Rule requirements with drain valve at bottom of receivers. (Previously drained by pipe led from top of receivers internally).

Boilers:- Port fwd. boiler - a few C.C. side stays renewed (cracked).

Port aft boiler: Centre furnace with seam & rivets recanted. One main stay re-jointed in end plate. All plain and four stay tubes in centre box renewed (leaking and welded).

Starb. aft boiler:- A few C.C. side stays renewed (cracked). Inboard furnace with seam & rivets recanted.

Centre aft boiler:- One stay tube renewed (welded) and a few tubes re-expanded. A few C.C. wrapper plate stays renewed (cracked). One main stay re-jointed in end plate.

The boilers tested hydraulically as required on completion and made tight and satisfactory. Minor renewals and repairs effected to boiler mountings.

CO₂ installation placed in good order.

Electrical Installation.

3 - Turbo generators 200 kW. - 600 kW. (220V.)

2 - Diesel generators 150 kW. - 300 kW.

1 - Emergency generator 40.3 kW. - 40.3 kW.

940.3 kW.

The insulation resistances of the electrical installation, generators and motors tested. The motors cleaned, overhauled and re-varnished as found necessary. Minor repairs and renewals made to the electric light wiring and fittings. The generators and governing examined and tested on completion of repairs and found satisfactory.

The steering-gear emergency electrical batteries were renewed and installed in the panic-battery-room on the boat deck and satisfactorily connected to the steering-gear (Batteries previously installed in steering-gear).

(Continued)

BREMEN.

Continuation of Report No. 1180 dated

19. 2. 55 on the

T.S.S. "NEPTUNIA"

220V.

An installation of panic batteries (65. amp hrs.) together with automatic switches was installed in a room on the boat-deck, the room arranged with efficient mechanical ventilation and with warning notice outside the room regarding naked light, the switch-gear installed in the emergency generator room. The installation tested on completion and found satisfactory. yes

CO₂ plan No 79777 attached.



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