

Rpt. 9

26th May, 1961

Date of writing report PERNIS

Received London

Port of ROTTERDAM

No.

51635

Survey held at ROTTERDAM

No. of visits 3

First date 13-4-61

Last date 20-5-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 77030 Name M.V. M.S. "RANELIA" Gross tons 10055 Date of build 11-1941

Owners Erling Hansens Rederi A/S & Skibs A/S Linea Managers Erling Hansen Port of Registry Kristiansand

Engines made 1941 By Burmeister & Wain Type Oil engine 4 SA MN (812)

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers 2 W.P. 180 lb

Surveyed Afloat or in Dry Dock afloat

Nature of Survey Dam Survey SRL

Was Damage Report issued? yes Int. Cert.? SRL

Last Report (For Head Office only)

Hull		Machinery	
+ 100 A1		+ LMC	
SS (DR)	9-55	CS	7-59
DS	7-59	ABS	6-60
DS	6-60	TS (CL)	10-58 N
oil tanker		SPS	3-55

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? YES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel in our opinion to remain as classed, subject to the after section of the main engine crankshaft being repaired as found necessary, the waterbox of the auxiliary condenser being renewed and No. 1, 2, 4, 5, 6 and 8 M.E. cylinder covers being specially examined before the vessel is recommissioned.

Date of Committee

Decision

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices 39 Auxiliary

40 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure) 42 Have Evaporator Safety Valves been tested under steam?

43 Evaporators 44 Windlass 45 Fire Extinguishing Arrangements

46 Steering Machinery

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators		l Generators & Governors	
b Exciters		m Motors	
c Air Coolers		n Switchboards & Fittings	
d Motors		o Circuit Breakers	
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Attended on board this vessel at request of owners representative who reported that the main engine was damaged due to water hammer in No. 9 cylinder whilst leaving Maracaibo and that temporary repairs had been carried out at Curacao.

Nos. 10 and 11 main bearings were now opened up for examination and found satisfactory. Nos. 10 and 11 crankshaft journals were checked with a clock gauge and deflexions of Nos. 8 and 9 cranks were also checked. No. 10 journal was found to be throwing the deflexion of No. 9 crank was found to be 0.85 mm.

It was then recommended to place the after section of the main engine crankshaft in lathe for further examination. No repairs have been carried out this time as the vessel has meanwhile been sold to Valencia (Spain) where it is stated, she will be broken up.

As it was the new owners intention to sail the ship under her own power to Valencia, a further examination of the crankshaft and bedplate was made. No. 9 main bearing was opened up and examined. Shrinkfits and reference marks of Nos. 7, 8 and 9 cranks and Nos. 8, 9, 10 and 11 bedplate cross girders were specially examined and found good.

The main engine was examined under working condition and found in satisfactory working and manoeuvring order.

Survey fees ... fl. 250.--

Damage fee ...

Expenses ... 43.50

Date when A/c rendered ... 23 JUN 1961

Rpt. 9a

Port of Rotterdam

m.s. "RANELLA"

Continuation of Report No. 51635 dated

26-5-61

1 JUN 1961 on the

S.P.L. No: 181 M.E. cylinder covers Nos. 1,2,4,5,6 and 8 have not been examined this time.

The waterbox of the auxiliary condenser was found to be leaky and has now been temporary repaired by fitting a cement box. Condenser later examined under service condition and found satisfactory.

RECOMMENDED: in case vessel will not be broken up: 1/ After section of M.E. crankshaft to be repaired as found necessary. 2/ Waterbox of auxiliary condenser to be renewed. 3/ Nos: 1,2,4,5,6 and 8 M.E.

cylinder covers to be specially examined and these special conditions of class to be dealt with before vessel is recommissioned.

S. M. H. Oudejans
SURVEYOR TO LLOYD'S REGISTER.

© 2021

Lloyd's Register
Foundation