

Rpt. 9

Date of writing report 13-11-1958

Survey held at Amsterdam

Received London

No. of visits 25

Port of Amsterdam

First date 13-8-1958

Last date 25-10-1958

No. 22489

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 76218 Name M.V. "RANELLA" A/S Linea

Owners Erling Hansens Rederi A/S & Skibs. Managers Erling Hansen

Gross tons 10055 Date of build 11-1941

Engines made Cpn By Burmeister & Wain

Port of Registry Kristiansand

No. of Main Engines 1 No. of Screws 1

Type oil engine 4 SA 9 Cy

No. of Main Boilers - W.P. -

Records of Survey & Special Notations as per Register Book

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

Surveyed Afloat or in Dry Dock Both

Nature of Survey Dryd + TS + DBS + CS

Was Damage Report issued? NO Int. Cert.? yes

Last Report (For Head Office only)

Hull	Machinery
* 100 A 1	* LMC
Ams SS (Dr) 9/55	eng. CS 9/55
carrying petroleum	boil. d 9/57
in bulk	TSCL 2/55
d 8/57	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 good Wear Down of Stern Bushes close fit Oil Glands - Sea Connections exd good

Fastenings good Has Screwshaft been drawn? yes Date of Examination 16-8-58 Has Shaft been changed? yes

Has Shaft now fitted been previously used? no Has Shaft now fitted a continuous liner? yes Approved oil gland? no

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods all exd good covers 1 + 5 + (1)

2 Valves & Gears all exd good (2)

3 Connecting Rods, Top Ends & Guides all exd good (3)

4 Crankpins & Bearings all exd good (4)

5 Journals & Bearings all exd good (5)

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 exd good (23)

24 INTERMEDIATE SHAFTS & BEARINGS exd good (24)

25 HOLDING DOWN BOLTS & CHOCKS exd good (25)

26 CONDENSERS (AUX.) exd + tested good (26)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS F + A Bilge-, Salt cooling water-, Lub.oil Pump exd good (30)

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? yes good

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship, as now seen, is in good condition and eligible, in my opinion, to remain as classed and have the records of TSN (CL) 8.58 and DBS 10.58 now and of CS (with date) when the Continuous Survey has been completed, subject to ME cyl.covers 1 and 5 (repaired by Metalock) being specially examined by 10.59

Date of Committee THURSDAY - 1 JAN 1959

Decision As now, subject

50m. 8.58. T. (MADE AND PRINTED IN ENGLAND.)

DBS 10.58

TSN 10.58

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping J.A. van Lare.

004603-004611-0052 1/2

If certificate is required state where to be sent

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 Inb. + Outb. exd good (38)

39 Air Receivers & Safety devices—Main exd good (39)

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators				1 Generators & Governors
b Exciters				
c Air Coolers				m Motors
d Motors				
e Air Coolers				n Switchboards & Fittings
f Control Gear, Cables, etc.				o Circuit Breakers
g Insulation Resistance				p Cables
h Insulating Oil Test				q Insulation Resistance
i Overspeed Governors				r Steering Gear Generators and Motors
j Magnetic Couplings				s Navigation Light Indicators
k Air Gap				

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

MAIN ~~AUXILIARY~~ DONKEY ~~EXPRESS~~
Both 13-8-1958 exd good

Superheaters - exd good

Safety Valves - exd good

Mountings, Doors & Fastenings - 180 lbs

Safety Valves Adjusted to Sat. -
Spt. -

Boiler Securing Arrangements - exd good

Main Economisers - Exhaust Gas Heated Economisers

Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes good 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)

Repairs W & T.

Tailshaft drawn found to contain surface cracks and replaced by spare shaft marked:

Busen Star Lloyds 5961
G.H. 21-3-52.

9a

of Amsterdam

Continuation of Report No. 22489 dated 13-11-1958

mv. "RANELLA"

on the

All crosshead pins skimmed and brasses remetalled. Cylinder covers No.1 and 5 repaired by Metalock, cracked in way of exhaust valve pocket. It is recommended that these covers be again examined by the end of 10.59.

No.8 bottom end brasses remetalled, worn.

Thrustshaft journals and collar skimmed and complete new Cast Steel thrustblock fitted.

Att. Forward Bilge Pump. Waterend renewed, wasted.

New waterend examined under a hydraulic pressure of 5 kg and found good.

Att. Pumps. Chain renewed, worn.

Shaft journals and pins machined and brasses renewed, grooved and oval.

Aux. Cond. Appr. 300 tubes renewed, leaking.

Seaconnections. Lower main inlet for cooling water portside, Ballast Pump sea inlet portside and

Condensor circulating Pump sea inlet renewed, wasted.

Stbd donkey boiler.

Stbd combustion chamber outboard joint of wrapper plate found to contain several cracks. Defective section now removed and new section welded in, six screwstages in way renewed.

On completion of repairs the boiler examined under hydraulic pressure and found good.

Alterations.

At the Owners' instance the main engine has now been converted to fresh water cooling.

The following new machinery now installed:

One new fresh water cooler, examined and tested and good.

One new fresh cooling water Pump, copy of cert.att.

The Ballast Pump, new pipe connections made, will be standby fresh cooling water Pump.

Copy of plan regarding the new pipe arrangement is attached.

At the Owners' instance the 15 Kw steam driven generator replaced by a Diesel driven generator.

This generator has been efficiently fitted and afterwards tested under working conditions and found satisfactory. Copy of certificates attached.

SRL Low sea inlet (p) a in ER, ballast Pump sea inlet port in ER and Sea inlet of condr.circ.

pump (s) in ER to be specially exd and dealt with as necessary next drydocking. Now renewed. It is recommended that this item be deleted from the SRL.

ME no.6 cyl.cover and no.8 cyl.cover to be specially examined and dealt with as necessary by 8.58

Now specially examined and found to remain efficient. It is recommended that this item be deleted

