

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

(Received at London Office

19 FEB 1951

Date of writing Report 5th February 51 When handed in at Local Office 5th February, 51 Port of K I E L

Survey held at K I E L Date. First Survey 27th Sept. Last Survey 30th Dec. 1950

on the Machinery of the Wood, Iron or Steel "BRIGIT MAERSK" (No. of Visits 2)

Gross 9563 Vessel built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1930 12  
 Net 5468 Engines made at Chester, Pa. By whom Sun S. B. & Dry Dock Co. When 1930  
 al 742 MN Boilers, when made (Main) 1930 (Donkey) -  
 Main Boilers 3 Owners A/S D/S Svendborg & D/S af 1912 A/S Owners' Address  
 Donkey Boilers - Managers A.P. Möller Copenhagen. (If not already recorded in Appendix to Register Book.)  
 n Pressure - Port Voyage  
 Main Boilers 220 lbs If Surveyed Afloat or in Dry Dock Dry Dock No. V Deutsche Werke  
 Donkey Boilers - (State name of Dock.) Howaldtswerke afloat

Report No. Port

Particulars of Examination and Repairs (if any) + LMC

Special Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey " " " "

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

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?

Latest date of internal examination of each boiler Stbd. 3/10/50, Centre 6/10/50, Port 17/10/50

Has the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 220 lbs/□

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

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

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

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

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? no 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 bush close Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward.

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

DONE: Vessel placed in dry dock, propeller, stern bush, sea valves and cocks (opened out) and outside fastenings examined and found or placed in good order. Tailshaft drawn, examined and placed in good order. Main and auxiliary machinery opened out for survey.

All engine cylinders, pistons, valves and casings; crank, thrust and intermediate shafts and condenser (tested) examined and found or placed in good order.

All pumps and auxiliary machinery including steering engine opened out, examined and found or placed in good order.

Steam pipes examined and tested in accordance with the Rule requirements and found in good order.

Oil fuel installation examined, heaters hydraulically tested and all found or placed in good condition.

Main and auxiliary machinery examined under working conditions and proved satisfactory.

Pumping arrangements examined, tested and left in good order.

Electrical installation examined, megger tested, and placed in good order.

Main boilers examined internally and externally, together with mountings, manholes, doors and their

P.T.O.

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, ES 3,11, B&MS 3,11 LMC 3,11 or LMC 140 lb., PD, &c.)

The machinery of this vessel, as now seen, is in good working order and eligible, in my opinion, to remain as classed, with fresh records of + LMC 12,50 and TS (CL) 10,50.

Fee (per Section 29) + LMC £ 64 : 0 : 0 Fees applied for  
 TS 6 0 0  
 Electrical inst. 16 0 0  
 Repair Fee (if any) £ 15 : 0 : 0 Received by me,  
 Selling expenses (if chargeable) £ 5 : 0 : 0 19

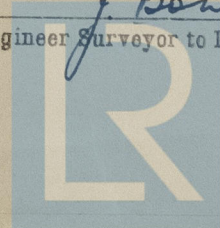
Committee's Minute

FRI. 16 MAR 1951

signed + LMC 12,50 without spl. cdn  
 S. 10,50

CERTIFICATE WRITTEN.

J. Bowman  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

005098-005106-0084



fastenings and the safety valves adjusted under steam to 220 lbs/□".

REPAIRS:

Propeller - 1 blade renewed.  
Sternbush - rewooded (all round).  
Tailshaft liner machined, neck and gland bushes renewed.  
Main injection valve renewed (G.M.) Tested 8 kg/cm<sup>2</sup>.  
2 overboard discharge valves renewed.  
2 sea water inlet pipes renewed.

Main Engines:

HP piston valve rings renewed.  
1st I.P. & L.P. piston rods machined and metallic packings renewed.  
All main bearings (8) remetalled and crankshaft re-aligned.  
2 bottom end bearings remetalled.  
1st I.P. crank removed and aft coupling machined true and coupling bolts renewed. Aft web dowel drawn, shrink fit examined and dowel renewed.  
1 top end bearing remetalled.  
1 guide shoe remetalled. (I.P.)  
6 eccentric straps machined, brass side plates fitted and straps remetalled (1st and 2nd M.P. and L.P. ahead and astern.)  
Thrust block bearings remetalled.  
Main condenser - aft end door renewed and 30 tubes renewed.

Auxiliaries

Starboard bilge pump (forward pump room) 2 water end liners bored, buckets and rings and combined (steam and water end) rods renewed.  
Feed pumps - 1 piston rod, and steam and water end rings renewed.  
Dynamo engines - 1 piston rod, 1 slide valve and rod renewed, main bearings remetalled.  
Gwynne - impeller shaft renewed.  
Gwynne engines, (aft) cylinder re-bored, piston and rings renewed.  
(forward) main bearings remetalled and piston valve renewed.  
Fan engines (2) both piston valves renewed.  
Bilge pump, cylinder re-bored, piston, piston rod, rings and valve spindle renewed.

Electrical

Switchboard cleaned, megger tested and fittings overhauled.  
12 cables from machinery casing to bridge deck house led under catwalk renewed.  
Shore power connection box renewed.

Boilers

Port: Drain plug renewed.  
Starboard manhole flange built up (E. W.) and door refitted.  
7 ft. furnace seam caulked.

Centre: 1 crack in each furnace, vee'd out and E-welded.  
2 c.c. stays renewed.

Starbd.: Drain plug renewed and smoke box doors overhauled.

Minor repairs effected.

*J. Bowman*



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