

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

(Received at London Office)

5-AUG-1952

Date of writing Report 11th July 1952 When handed in at Local Office 19 Port of Amsterdam
 No in Reg. Book Survey held at Amsterdam Date First Survey 19th May Last Survey 28th June 1952
 (No. of Visits 10)

9507 on the Machinery of the Wood, Iron or Steel

508 Gross 10356
tonnage Net 6147.Nominal Horse Power 628 M.H.P.
920.

No. of Main Boilers 1

No. of Donkey Boilers 2
team Pressure in Main Boilers

in Donkey Boilers 180 ft

Last Report No.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use of Repairs, if any, and, 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

11th July 1952 When handed in at Local Office 19

Port of Amsterdam

Date First Survey 19th May Last Survey 28th June 1952

(No. of Visits 10)

Vessel built at Amsterdam

By whom H.V. Nederl. Scheep. My.

Year Month
When 1939 7

Engines made at Amsterdam

By whom H.V. Werkspoor.

Year Month
When 1939

Boilers, when made (Main)

(Donkey) 1939

Owners H.V. Petroleum My. "La Coloma"

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Port The Hague

Voyage Rotterdam

Surveyed Afloat or in Dry Dock

(State name of Dock.)

Amsterdamse Droogdok My

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER
* for Special Survey.
Date of last Survey and of Periodical Surveys.Years assigned now expired
T10041. Port. 8,57
SS. Port. 3,48

Machinery and Boiler Surveys (including date of N.B., if any)

T-LMC CS 2,18
D.B.S. 8,51
CL. n. 2,50

Laying stonewalls in bulk

OIL ENGINES

CONTINUOUS SURVEY.

Yes

not, state for what reasons

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

✓

That 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?

✓

late latest date of internal examination of each boiler Port and Starboard Donkey boilers 4-6-52 Present condition of funnel(s)

good

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

✓

and the Surveyor examine the Safety Valves of the Main Boilers?

✓ To what pressure were they afterwards adjusted under steam?

and the Surveyor examine the Safety Valves of the Donkey Boilers?

yes To what pressure were they afterwards adjusted under steam?

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

✓ , and of the Donkey Boilers?

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

✓ , and of the Donkey Boilers?

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

✓ , and of the Donkey Boilers?

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

Is the shaft now been changed? ✓ 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 stern bush 32 mm

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

Is 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. Auxiliary machinery should be referred to by position in Machinery Space.

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done L.M.C.C.S. and D.B.S. completed.

Hull placed in drydock. Propeller and outside fastenings examined and found in good condition.

Seacommunications opened out, examined and found or made in order.

MAIN ENGINE: Nos 2-3-4-5-6-7-8 and 9 cylinders opened out, all parts as cylinders, cylinder

seams as far as accessible (Nos 4-6-7-8 and 9 liners drawn), cylinder covers, piston with piston rods,

and valves and valve gear examined, and found or brought in good condition. A small

rash was found in No 2 cylinder cover in way of exhaust valve orifice. This being in my

opinion of no consequence for the present. It had been recommended however the cylinder-

cover be re-examined before the end of June 1953. (12 months limit)

Nos 5 and 6 crossheads with crosspins, guideslippers with straps and connecting rods with

top and bottom end bearings examined and found in good condition.

No. 12 main bearing examined and found with journal in good condition.

The following repairs have been carried out:

Nos 4, 6, 7 and 8 liners with extension pieces renewed (Please see continuation sheet)

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34

The machinery being in a good condition, I am of opinion that same is eligible

to remain as classed with fresh records of L.M.C.C.S. 6,52 and D.B.S. 6,52.

NOTE: No 2 cylinder cover to be re-examined before the end of 6,53 (12 mos. limit)

Survey Fee (per Section 29)

Electr. Equipment £ 395,-

Total Damage or Repair Fee (if any) £ 110,-

(per Section 29)

Avelling expenses (if chargeable) £ 9.50

Committee's Minute THURS 11 SEP 1952

Signed *W.H. Waller*

+ LMC CS 6,52 subject

DBS 6,52

CERTIFICATE WRITTEN

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005377-005386-002313

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11th July 1952 on the

Machinery of the M/TANKER "TIBIA"

Cont.

The new dynamos is secured by an automatic circuit breaker adjusted thus: Direct trip 300 A - Timerelais 450 A in 10 sec.

After fitting the new set has tried under working condition with satisfactory results.

The following auxiliaries as listed below have been opened out, examined and found or brought in good condition:

General service pump - (Duplex) - Stand by lubr. oil pump (Duplex)
Fuel oil transferpump (Duplex) - Both fuel burning pump (Simplex) -
Auxiliary Boiler feedpump (Duplex) and Steam driven generating set

F.O. Daily service tanks examined and found in good condition
Evaporator casing and heating coils examined and found in good condition. Heating coils tested with satisfactory results

Both F.O. heaters examined and found in good condition. The heating coils have been tested with satisfactory results

Upper main starting air receiver examined internally and externally and found with mountings in good condition

NOTE: The auxiliary starting air receiver has been removed
Starting air for the new installed motor generating set is taken from the main starting air system.

Electric equipment examined i.e. generators, motors, main switchboard, sub boards, fuse panels, cables, switchgear, fittings and other appliances and found or brought in efficient condition. Minor repairs were carried out. The electric installation has been reconnected and tried under normal load with satisfactory results.

Both donkey boilers examined internally and externally and found in good condition. Safety valves and mountings opened out, examined and found or made in order. Donkey boilers afterwards tried under steam and found with the F.O. burning out in a good working order. The safety valves have been adjusted. Steam pipes examined and tested with satisfactory results.

On completion of the conversion and survey the main engine has been tried on H.V.F. for several hours under full load and found working satisfactorily.

11th July 1952 on the

Machinery of the M/TANKER "TIBIA"

Cont:

No. 9 cylinder liner, extension piece and cylinder cover renewed

Attached main engine T.C.W and surcharge pumps opened out examined and found in good condition.

MAIN ENGINE CONVERSION FROM DIESELDIL TO HIGH VISCOSITY FUEL (H.V.F)

Arrangements have been made for running the main engine on H.V.F. The fuel valves have been fitted with "Wilson and Kyle" atomisers, this being the only alteration in organic respect to the engine.

The fuel to be used is supposed to have a viscosity of 1500° Redwood at 100° F. while the temperature at the fuel valve needles is to be kept at 180° F.

A plan of the fuel oil heating and purifying arrangement is forwarded herewith for guidance.

For this arrangement are newly fitted:

- 1/. A purifier and a clarifier both of the "DE LAVAL" type with transfer pumps attached.
- 2/. 2 F.O. heaters "Gurney Bros Everclean" type (being former marked Player's Test 450 lbs. M.S. 2297/2298 16-5-52)
- 3/. A F.O. suction filter and a "Autoclean" Duplen filter
- 4/. A heating system for M.E. fuel valves (for manoeuvring only) consisting of a hot well (The water being heated by steam injection) and a hot fresh water circulating pump (electric driven "Mona" Type). At sea when running full speed the system is out of action, the fuel valves being cooled as usual from the general cooling line.
- 5/. Steam heating coils ($\frac{50}{60}^{\text{m}}$) are fitted in forward F.O. Sep tanks (Pend 9) and in the F.O. cross bunkers (Pend 9) Same tested after fitting with satisfactory results.

The H.V.F. settling tanks have their existing heating coils. In addition a F.O. drain tank and a sludge tank have been fitted.

NOTE: It will be observed from the plan that the Main Engines can be changed over on Diesel oil instantaneously.

FITTING A NEW 40 K.W MOTOR GENERATOR SET

The existing 20 KW motor generator has been removed and replaced by a new one, consisting of:

A "Ruston and Hornsby" engine Type 6 V.P.HZ. No 332043

A "Campbell" and "Therwood" generator rated 40 KW. cont. comp. Wound No. 47729.

A copy certificate of the set has been requested and will be forwarded when received.

The generator being connected to the existing panel of the switchboard with:

Main cables $4 \times 1 \times 150^{\text{mm}}{}^2$ (Steel wire braided lead cable)

Shunt cables $2 \times 6^{\text{mm}}{}^2$ (

The dynamos (The new one and the existing steam dynamos) are not arranged to run parallel, a change over switch being fitted

Please see continuation sheet.