

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

(Received at London Office)

JUL 1946

Date of writing Report: 3<sup>rd</sup> of June 1946 When handed in at Local Office: 19 Port of Amsterdam

No. in Survey held at Amsterdam Date, First Survey 29<sup>th</sup> May Last Survey 2<sup>nd</sup> June 1946  
Reg. Book. (No. of Visits... 4...)

38480 on the Machinery of the Wood, Iron or Steel S/S KELLIELLA Year. Month.

Tonnage: Gross 6266 Vessel built at Newcastle By whom Swan Hunter, High. P. Ltd. When 1913  
Net 3850 Engines made at By whom W. & A. Simpson, Ltd. When 1913

Nominal Horse Power 554 Boilers, when made (Main) 1913 (Donkey)

No. of Main Boilers 3 Owners Anglo-Saxon Petr. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Managers Port London Voyage

Steam Pressure in Main Boilers 120 lb if Surveyed Afloat or in Dry Dock Makes  
in Donkey Boilers: (State name of Dock.)

Previous Report No. 10726 Port La.

Particulars of Examination and Repairs (if any) Compl. B.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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.

Damage 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.

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

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

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

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

What 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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? Starboard Yes To what pressure were they afterwards adjusted under steam? 220 lb.

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

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

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

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

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

Has 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.

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

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

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

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

Safety valve chest of Starboard boiler now renewed.

Safety valves adjusted under steam.

Examined the Port and Centre Combustion Chamber crowns of Port Boiler and found for the present in order, but recommended to renew parts of the crowns before the end of February 1947.

Found joint of internal feed pipe not in order. recommended to repair the internal pipe same is done and now good.

General Observations, Opinion, and Recommendation: I am of opinion

(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 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 CS 3,34,

vessel is eligible to remain as classed with parts of

of B.S. 2-46 as previously recommended, parts of the

Combustion Chamber crowns of Port boiler to renew before

end of February 1947.

Survey Fee (per Section 29) 440.00 Fees applied for 3.6

Special Damage or Repair Fee (if any) 120.00 Received by M. Gray

Traveling expenses (if chargeable) 4.00 Engineer Surveyor to Lloyd's Register

Committee's Minute Assigned As now subject BS 2,46

TUES. 25 JUN 1946

CHARACTER.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
+100A1-2.46.		+LMC 1242
NS BKN. NO 3-525		B.1.744
NS AAL. NO 2.33		71 am 2.46
MOD. S. 1.42 shh.		C.L.
Examined 2.46.		FITTED FOR OIL FUEL
SEE SPL NOTE S.R.L. (MACHY)		F.P. ABOVE
Carrying homogeneous oil fuel cargo in Bulk FP above 150°F.		



Insert Character of Ship and Machinery precisely as in the Register Book. 007021-007037-0016

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FRI. 21 FEB 1947

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Lloyd's Register Foundation

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day 20<sup>th</sup>  
Committee

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Lr. Lloyd 2872



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