

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 12 NOV 1951)

Date of writing Report... When handed in at Local Office... Port of Seattle, Washington

No. in Reg. Book. Survey held at Seattle, Washington Date, First Survey 25th July Last Survey 21st Sept. 1951

08568 on the Machinery of the ~~Hook-Loom~~ or Steel SS. "KAISANIEMI" (ex "EMPIRE CONSEQUENCE") (No. of Visits 30)

Tonnage Gross 2887 Net 1919 Vessel built at Lubeck By whom Lubecker Masche Ges. When 1940

Nominal Horse Power 230 MW Engines made at Hamburg-Albona By whom Ottenseult Steel Works When 1939

No. of Main Boilers 2 Boilers, when made (Main) 1940 (Donkey) x

No. of Donkey Boilers x Owners Etela-Suomen, Laiva O.Y. Owners' Address Kluuvikatu 4 Helsinki Finland

Steam Pressure in Main Boilers 235 lbs. Managers x (if not already recorded in Appendix to Register Book.)

in Donkey Boilers x Port Helsinki Voyage East Coast via Vancouver, B.C.

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) Winslow Marine Railway

Last Report No. Port Particulars of Examination and Repairs (if any) Classification and LMC

(Periodical 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.)

In 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 x

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

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

" " Donkey " " " x

If this was not done, state for what reasons? x

And what parts of the Boilers could not be thus thoroughly examined? x

Also 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? Internal Examination and Hydrostatic Test of 360 lbs. per sq. in.

State latest date of internal examination of each boiler Port 10th Sept. 1951 Stbd. 13th Sept. 1951 Present condition of funnel x Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 235 lbs. per sq. in. Superheaters 225 " " "

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

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

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

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

Has shaft now been changed? No If so, state reasons x

Has the shaft now fitted been previously used? x Has it a continuous liner? x Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? x

State date of examination of Screw Shaft 26 July /51 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

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

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

NOW DONE: Vessel placed on Marine Railway. The propeller, fastenings of the stern tube and sea connections examined and found or placed in good condition. Sea cocks and valves were opened, overhauled, examined and replaced in order. Sea valves strainers were removed, chests cleaned, examined and coated. Tail shaft was drawn, examined and replaced in order.

NOW DONE for LMC: Both Prudhon Copus Main Boilers were examined internally and externally with doors, safety valves, mountings and piping, also superheaters, steam and water drums, and found or now placed in good working condition, and safety valves adjusted as above. (Note Boilers are still coal fired as original). Machinery: The two H.P. and L.P. Cylinders, with pistons, rings, rods, poppet valves, and cam gear were opened, examined and found, or now placed in good working order. All crossheads, pins, brasses, guides and guide shoes were examined, adjusted, and closed in good order.

The crank shaft, together with journals, pins, main and bottom end bearings were opened, examined, adjusted and closed in (P.T.O.) (order

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, E.S. 9,11, B.&M.S. 9,11, x L.M.C. 9,11, or x L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in satisfactory condition and is eligible, in my opinion, to have the record in the Register Book, Classification Contemplated, and may be eligible to have the notation LMC 9-51 and CL. (Tail Shaft seen) 7-51.

Survey Fee (per Section 29) \$ 365.00 Fees applied for 26 Sept. 19 51

Electrical 100.00

Special Damage or Repair Fee (if any) \$ 400.00

(per Section 29.) Sunday Fee 30.00

Travelling expenses (if chargeable) \$ 75.00 Received by me, X 19

Committee's Minute

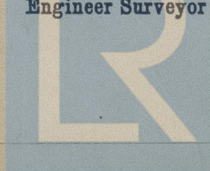
Assigned LMC. 9.51

C.L. TS. 7.51

T.B. 235 lbs. D

NEW YORK OCT 31 1951

James F Robertson 2020
Engineer Surveyor to Lloyd's Register of Shipping.



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The crank shaft, together with journals, pins, main and bottom end bearings were opened, examined, adjusted and closed in order. The main Kingsbury thrust was examined complete and found in order. Tunnel shafting and bearings examined and found in order. Main Engine operated ram bilge pumps, suction and delivery valves opened, overhauled and closed in order.

L.P. Turbine with D.R. Gearing and Hydraulic Coupling. Examined as far as practicable, namely: Rotor and stator blading, rotor shaft and bearings, D.R. Gearing with shafts and bearings. Also, hydraulic coupling, and all found in good working order. Main condenser opened, tested and closed in order. Air ejectors opened and overhauled.

Auxiliary Machinery: Examined complete: Duplex steam bilge and ballast pump. Simplex steam fire and bilge pump. Main and auxiliary steam boiler feed pumps. Main steam driven independent air pump. Main centrifugal circulating pump with steam engine, steam duplex lubricating oil pump. Fan and fan engine. Electric driven fresh water pump. Pump replaced (new).

All above now placed in good working order.

All Bilge and ballast suction and delivery valves, manifold valves, strainers, etc., were opened, overhauled and replaced in order, and all pumping arrangements tested. All steam pipes over 3" were hydrostatically tested to double the working pressure.

Electrical: No. 1 Stbd. 20 K.W. 115 volt steam driven generator, engine opened complete, and all parts examined and replaced in order. The electric generator was thoroughly cleaned, examined and together with armature, commutator, field coils, brushes, wiring, etc., all were Megger tested as per Rule Requirements and found or placed in good order. (Note) As previously recommended, the cable size from generator to switchboard has now been increased to 120 sq. M.M. No. 2-15 KW-115 Volt Generator gear driven from L.P. Turbine, opened, cleaned, and examined, Megger tested as per Rule Requirements, and cable size from generator to switchboard increased to 120 sq.m.m. as recommended. The switch board together with instruments, switches, fuses, wiring, etc. examined generally; also, distribution boxes and wiring throughout the vessel. When all has been repaired and placed in good order, all circuits Megger tested, and found as per Rule Requirements.

Repairs: Starboard Main Boiler: Thirty-five (35) 2" defective and wasted water tubes in outboard side of starboard boiler have now been renewed. All superheater elements were removed from both boilers, tested, renewed, or repaired as necessary and replaced. (Note) No spare elements of this type available here.

Machinery: Due to frost damage while vessel was in lay-up, the following pump water cylinders were damaged beyond repair, and complete good used pumps have now been installed, namely: One (1) Simplex steam 12"x6"x24" General Service and fire and bilge pump. Two (2) Simplex steam 12"x6"x24" Boiler Feed pumps. One (1) electric driven gear type fresh water pump. All above equipment was installed satisfactorily as original.

Considerable other machinery and piping renewals and repairs were carried out in a satisfactory manner, and all machinery and equipment was given a dock and bay trial when all was found in good working order.

J.F.R.



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