

Rpt. 9

Date of writing report 26/4-1955.

Survey held at Karlskrona.

Received London 30 APR 1955

No. of visits 7

Port MALMÖ.

First date 31/1

No. 3456.

Last date 22/4-1955.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58672 Name M.V. "ELDAREN" Gross tons 508 Date of build 1938 8
Owners Swedish Government Managers Kungl. Marinförvaltningen Port of Registry Stockholm.
Engines made 1938 By Humboldt-Deutzmotoren A.G. Köln. Type 4 S.C.SA.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of ~~aux.~~/Donkey Boilers 1 W.P. 100 lbs.
Surveyed Afloat or in Dry Dock Both.
Nature of Survey LMC, DBS, TS.
Was Damage Report issued? - Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1 2.54	*LMC 3.51
ssKkr.-3.51	*LMC(M) 3.53
Carrying Petroleum in Bulk.	DBS 2.54
Cruiser Stern	TS 3.53
Butts of keel elec.welded.	Machinery aft.

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 1.1 mm. Oil Glands Sea Connections Good.
Fastenings Good. Has Screwshaft ~~Tub~~shaft been drawn? Yes. Date of Examination 1.2.55. Has Shaft been changed? No.
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods Good.
2 Valves & Gears Good.
3 Connecting Rods, ~~Side~~ Top Ends & Guides Centre Good.
4 Crankpins & Bearings ~~Side~~ Centre Good.
5 Journals & Bearings Good.

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods Good.
7 Connecting Rods & Top Ends Good.
8 Crankpins & Bearings Good.
9 Journals & Bearings Good.
10 Coolers & Safety Devices Good.

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 Good.

24 INTERMEDIATE SHAFTS & BEARINGS Good.

25 HOLDING DOWN BOLTS & CHOCKS Good.

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Good.

30 MAIN ENGINE DRIVEN PUMPS Good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS It is submitted the machinery of this ship is eligible to remain as classed with fresh records of *LMC 4.55, DBS 3.55, TS 2.55 and sps 2.55.

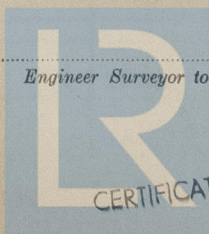
Date of Committee

Decision

30m, 5.54. T.

WEDNESDAY 1 JUN 1955

+ LMC 4.55
DBS 4.55 sps 2.55
S. 2.55.



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Engineer Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

011047-011056-0041 113

If certificate is required state where to be sent. Surveyors' Office, Malmö.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

32 Essential Independent Pumps (Identify by position) Cooling water pump, Fire-ballast pump, sanitary pump, feed water pump for D. boiler and hand oil fuel pump in E.R. Good. Bilge pump in fore-castle space Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.

35 Fresh Water Coolers - 36 Lub. Oil Coolers Good. 37 Heaters (state service) -

38 Independent Air Compressors, Coolers & Safety Devices Good.

39 Air Receivers & Safety devices—Main Good. 40 Auxiliary -

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

42 Evaporators None. 43 Have Evaporator Safety Valves been tested under steam? -

44 Steering Machinery Good. 45 Windlass Good. 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) No.1 port. and No.2 port. in engine room. Good. (New)

No.3 in engine room casing aft stbd. (deck level). Good.

No.4 in fore-castle space. Good.

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			7 Generators & Governors Good.
b Exciters			
c Air Coolers			m Motors Good.
d Motors			
e Air Coolers			n Switchboards & Fittings Good.
f Control Gear, Cables, etc.			o Circuit Breakers Good.
g Insulation Resistance			p Cables Good.
h Insulating Oil Test			q Insulation Resistance Good.
i Overspeed Governors			r Steering Gear Generators and Motors -
j Magnetic Couplings			s Navigation Light Indicators Good.
k Air Gap			

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

MAIN AUXILIARY, DONKEY OR PRESS Good. 31.3.55.

Superheaters -

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to (Sat. 102 lbs/sq". SpKX -

Boiler Securing Arrangements -

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. Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? None. Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (OVER 3 in. bore) Copper Good.

Were Copper Pipes annealed? Yes. 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)

WEAR AND TEAR REPAIRS:-

Now done:-

Main Engine:

All cylinder liners drawn, cylinders and liners cleaned and refitted.

All cylinder covers taken ashore, cleaned on water side, tested and refitted.

All rocket arms rebushed and shafts for same grinded.

No.3 Aux. oil engine:

The crank shaft grinded, main and bottom end bearings remetalled and engine generally overhauled.

No.4 Aux. oil engine:

Bottom end bearing remetalled and engine generally overhauled.

Aux. air compressor:

Compressor completely overhauled.

Pumps:

All pumps overhauled and placed in good working order.

(Cont.)

Survey fees Kr. 425:-

Alt. el.install. Kr. 620:-

Damage fee ...

Expenses... ..

Date when A/c rendered. 28/4.55.

II.

Rpt. 9a.

Mchy.

Port of

M A L M Ö.

Continuation of Report No.

3456.

dated

28th April, 1955.

on the

M/T "E L D A R E N", No. 58672 in the Register Book.

ALTERATIONS:-

Starting air receivers:-

One additional second hand starting air receiver, previously fitted in a navy ship, has now been installed to my satisfaction. (Please see Secretary's letter "Eng." dated 14.12.54.)

The starting air receiver has been examined in- and externally and found in good condition and afterwards tested by hydraulic pressure to 70 kg/cm². The safety valve of the receiver has been adjusted under air pressure to 31 kg/cm².

Pumps:-

The independent cooling water pump and fire-ballast pump now installed are second hand pumps previously used in the Swedish navy. The pumps have been examined and completely overhauled at the Navy Yard before installation onboard.

Aux. oil engines:-

The previous aux. oil engine (No.1) has now been replaced by 2 - 4 S.C. SA. Auxiliary Diesel Engine Generator Sets as per Report 10 enclosed herewith.

The aux. oil engine sets have been installed under my supervision and to my satisfaction and afterwards tested under full working conditions with satisfactory results.

ELECTRIC INSTALLATION:-

The previous generating plant and main switchboard have been removed and the system of distribution has been amended to 110 volt D.C. The generators are compound wound and level compounded under working conditions and arranged to run in parallel. Shunt field regulators are provided and the compound winding connected to the negative pole. The generators are situated in engine room, starboard side, one forward and one aft.

The main switchboard is a deadfront switchboard placed on stbd. side in engine room. The main switchgear for each generator consist of a 3-pole linked switch with o/c, u/c and reverse current trip and for each outgoing circuit a double pole linked switch and a double pole fuse.

Instruments on main switchboard 3 am metres, 3 volt metres and 1 ohm metre. The ammetre and reverse current protection devices connected to the pole opposite the equalizer connection. The fuse are of an approved type made ASEA.

The circuit breakers provided for generators tested at overload of 10% and set at 50% and the reverse current protective devices operate < 15%.

The generators now installed are new as per certificate enclosed herewith.

The rotary transformer for secondary batteries, motors for manoeuvring compressor, fire-ballast pump, cooling water pump, hydrophor pump and ventilating fan are second hand machines previously used in the Swedish Navy, completely overhauled and tested before installation in the ship by the Navy Yard, Karlskrona.

PARTICULARS OF GENERATING PLANT.

Description of generator	No. of	MAKER	Kilowatts per generator	Volts	Amp.	Revs. per Min	Type	MAKER.
Main	2	Elektromekano	20	115	174	1500	Oil Eng.	Bolinder Munkteill.

GENERATOR CABLES.

Description.	Kilowatts	Conductors		Max. Current in Amp.		Approx length m.	Insulation	Protective covering
		No. in Parallel per pole	Sect. Area sq. mm.	in the Circuit	Rule			
Main Generator	20	1	120	174		26&12	Rubber	IC & SMA
" " Equaliser		1	120	-		26&12	" "	" "

M/T "E L D A R E N", No. 58672 in the Register Book.

MOTOR CABLES.

All important motors to be enumerated.	No.	B.H.P.	CONDUCTORS.				APPROX. LENGTH m.	INSULA- TION.	PROTECTIVE COVERING
			Sect.Area sq.mm.	No.in Parallel per Pole	In the Circuit	Rule			
Manoeuvring compressor	1	8	25	1	64	64	12	Rubber	LC & S.W.A.
Hydrophor pump	1	1	2.5	1	7	15.5	22	"	" " "
Fire & ballastpump	1	15	70	1	116	125	14	"	" " "
Cool.water pump	1	11	50	1	85	99	26	"	" " "
Vent. fan	1	0.15	1.5	1	1	9.5	20	"	" " "

The above electric installation has been tested under full working conditions and the insulation resistance of all circuits and apparatus tested and found satisfactory.

Approved plans of the amended electrical installation enclosed herewith.

A. Börring.

Surveyor to Lloyd's Register.