

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

(Received at London Office) **23 APR 1956**

Date of writing Report **5 - 4 - 56** When handed in at Local Office **19 APR 1956** Port of **Newcastle-on-Tyne.**

Book. Survey held at **Jarrow-on-Tyne** Date. First Survey **18-1-56** Last Survey **1st 1 - 4 - 56**  
(No. of Visits **16**)

781 on the Machinery of the ~~Wood~~ **Steel** **S.S. "EDWARD JANSEN" Ex. "MARANDELLASS". (1956)**

Gross **2847** Vessel built at **Hartlepool** By whom **W. Gray & Co., Ltd.** When **1942** Month **4**  
 Net **1695** Engines made at **Hartlepool** By whom **Gen. Mar. Eng. Works** When **1942** Month **4**  
 Main Boilers **2SB** Boilers, when made (Main) **1942** (Donkey) **-**  
 Owners **Jansens Rederi A/S** Owners' Address **Fjøsanger, Bergen, Norway.**  
 (if not already recorded in Appendix to Register Book.)  
 Main Boilers **3854** Managers **Ingvar Jansen** Port **Bergen** Voyage **-**  
 Donkey Boilers **-** If Surveyed Afloat or in Dry Dock **Both** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Main Boilers **200lbs.Sq."** (State name of Dock) **Mercantile Drydock Co., Ltd.**

Report No. **100** Port **Dam, Dkg, SRL, BS, TSCL, & OF Conn.**  
 Particulars of Examination and Repairs (if any) **100 A.1 SS 3.54 +IMC 3.54**  
**DKG. 3.55 B.S. 3.55**  
**TSCL. 3.55**  
**1.Dk. N.S.**

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 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 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. **Offered and declined.**

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

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

Did the Surveyor go inside each Donkey Boiler? **-** What parts of the Boilers could not be thus thoroughly examined? **None**

State for what reasons 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? **-**

What was the latest date of internal examination of each boiler? **23 - 3 - 56** Present condition of funnel(s) **Good**

Did the Surveyor examine the Safety Valves of the Main Boilers? **Yes** To what pressure were they afterwards adjusted under steam? **200 lbs.Sq."**

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? **Yes** 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? **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? **Yes** If so, state reasons **Extensive pitting of cone** Has the shaft now fitted been previously used? **No** Has it a continuous liner? **Yes**

Is an approved oil retaining appliance fitted at the after end? **No** State date of examination of screw shaft **5 - 3 - 56** State the wear down in the bush **3/64"**

Is electric light apparatus fitted? **Yes** If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? **No**

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

Are the parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space. **COMPLETE.**

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

Damage stated to have been sustained to spare tailshaft on account of heavy weather 7.4.55 to 21.4.56 whilst on a voyage South Shields to Sydney, N.S. (See Montreal report No.10479).

**NOW DONE FOR DAMAGE:-**  
Spare tailshaft examined and liner found badly indented. Tailshaft forwarded to West Hartlepool, and new liner fitted.

**NOW DONE FOR DOCKING:-**  
Propeller, after end of stern bush and outside fastenings of all sea connections examined and found in good order. Screwshaft drawn in, examined and found extensive pitting of cone end. Shaft removed from vessel. Spare tailshaft fitted after renewal of liner.

**NOW DONE FOR S.R.L:-**  
M.P. cylinder opened up and crack in top steam port rib examined with magnetic crack detector. Holes now drilled at ends of fracture to prevent spreading. It is recommended that the MP. cylinder be examined before the end of April 1957. (12 months limit).

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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, etc.)

The machinery of this vessel as now seen, is in an efficient condition, eligible in our opinion to remain as now classed and have fresh record of B.S. 4.56 and notations, "tailshaft seen 3.56. CL (N). Fitted for O.F. 4.56 F.P. above 150°F", subject to the MP cylinder of the main engine being examined before the end of April 1957. (12 months limit).

Fees applied for, **24 APR 1956**  
 Received by me, **1-4-56**  
 B.S. £ 10 0 0  
 TSCL. 3 0 0  
 O.F. Conn. 25 0 0  
 Sunday Attendance £ 5 5 0

Signature: **J. McGuire, D.S. Elliott, & J. Whitehead.**  
Engineer Surveyor to Lloyd's Register of Shipping.

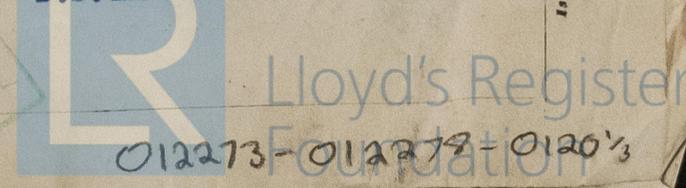
Committee's Minute. **See Hav 9724**

Signature: **J. McGuire, D.S. Elliott, & J. Whitehead.**



Insert Character of Ship and Machinery precisely as in the Register Book

Is Certificate required? If so, to be sent to



012273-012279-012073

NEWCASTLE-ON-TYNE.

Continuation of Report No. 113315 dated 16-4-56,

on the

S.S. "EDWARD JANSEN"

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NOW DONE FOR B.S.:-

Port and starboard boilers examined throughout, together with all mountings, doors, fastenings, safety valves and securing arrangements. Safety valves afterwards adjusted under steam to the above stated pressure.

BOILER REPAIRS:-

PORT BOILER:-

Centre combustion chamber back. 3 landing edge fractures cut out and built up with electric welding. Three rivets in way of fractures renewed. Circumferential grooving at underside of Gourley neck cut out and welded. Mechanical grooving at front end plate flanging taking furnace cut out and welded.

STARBOARD BOILER:-

Mechanical grooving at front end plate flanging taking centre furnace cut out and welded. Grooving in way of starboard wing combustion chamber back flange and wrapper plate cut out and built up by welding. Centre furnace jacked up and three stiffeners welded on to waterside of corrugations. Port and starboard boiler main and auxiliary feed check valves renewed. (Certificate attached).

OIL FUEL CONVERSION:-

Oil fuel conversion now carried out in accordance with Society's Rules, approved plans and Secretary's Letters. Port and starboard boiler furnace fronts modified and oil burning equipment fitted, Duplex O.F. unit, (Certificate attached), installed in boiler-room, port side. Oil fuel transfer pump (certificate attached), installed in boiler-room, starboard side. Hand lighting set installed in boiler-room, port side. Piping arrangements fitted as per approved plans. Boiler feed pipes are not connected to bilge suction lines. No dampers fitted in funnel. Observation tank installed in boiler-room and satisfactorily lighted. Extended spindles operated from casing top fitted to steam stop valves of fan engine, oil fuel unit, transfer pump, steam smothering valve, also from high and low suction valves of oil tanks, all hand wheels fitted with open and shut indicators. Hot oil discharges to each boiler fitted with quick closing valves. Oil discharge lines and spaces below boilers efficiently lighted. Drip trays fitted and secured on platform below each furnace front. Oil fuel discharges to each boiler examined under hydraulic test of 450 Lbs. Sq." Oil fuel suction lines examined under hydraulic test of 50 Lbs. Sq." Bradford steam trap (certificate attached) fitted between observation tank and heating coil drains.

FIRE FIGHTING ARRANGEMENTS:-

Steam smothering line fitted under main boilers and in port and starboard 'tween deck passages. Two sand boxes (10 cubic feet capacity) and scoops installed in boiler-room. One 10 gallon and two 2 gallon chemical fire extinguishers installed in boiler-room. Two 2 gallon chemical fire extinguishers installed in engine-room. Two hydrants complete with canvas hoses and spray nozzles installed in the engine-room near port and starboard boiler-room entrances.

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Satisfactory accumulation tests of 15 minutes duration carried out on port and starboard boilers. On completion of repairs and alterations the oil fuel installation and the main and auxiliary machinery was examined under working conditions alongside the quay, steam smothering arrangements tested, extended spindles operated, generators tested for governing, pumping arrangements tested and found satisfactory.

J. Whelan

SURVEYOR TO LLOYD'S REGISTER  
NEWCASTLE-ON-TYNE.



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