

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

(Received at London Office

10 APR 1953

Date of writing Report 2nd April 1953 When handed in at Local Office 2nd April 1953 Port of KIEL  
 No. in Book. Survey held at KIEL Date. First Survey 6.3. Last Survey 28.3. 19 53  
 (No. of Visits 17)

382 on the Machinery of the Wachholz Steel M.V. "RINGFJELL"

Gross 9640 Vessel built at Odense By whom Odense Staalskibsvft. ved AP Möller When 1935 Month 8  
 Net 5509 Engines made at Copenhagen By whom Akt. Burmeister & Wain When 1935  
 Nominal MN 728 Boilers, when made (Main) == (Donkey) 1935  
 Use Power == Owners Ringdals Rederri A/S Owners' Address Oslo  
 of Main Boilers - Managers Olav Ringdal Port Oslo Voyage ==  
 of Donkey Boilers 2 If Surveyed Afloat or in Dry Dock Howaldtswerke Kiel afloat  
 Steam Pressure == (State name of Dock.) Deutsche Werke dry dock  
 Main Boilers - Donkey Boilers 160 lbs.

st Report No. == Port == Particulars of Examination and Repairs (if any) Damage, docking, TS, DBS, CS

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 yes, not required

Is a damage report made by anyone else? If so, by whom? U.W.'s Surveyor

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

Donkey yes

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

At 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? ==

Latest date of internal examination of each boiler donkey s.9.3.53 p. 16.3.53

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 160 lbs/□"

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

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

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

Were the screw shafts now been drawn and examined? yes (p+s) Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? ==

Has the shaft now been changed? no 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 Shafts 10.3.53 State the wear down in the

stern bushes close fit Is electric light and/or power 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? no

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Damage stated to have been sustained on the 3rd March, 1953, when on voyage from Avonmouth to Kiel.

NOW DONE: Vessel placed in dry dock, p+s propellers, screw shafts, stern bushes, sea connections and their outside fastenings examined and found or placed in good order.

FOR COMPLETION OF THE CURRENT CYCLE OF CS:

P+S M.E. scavenge blowers.

P+S starting air compressors, and emergency air compressor in their entirety, air coolers tested.

P+S M.E. driven bilge pumps.

Bilge pump (ED).

Ballast pump (ED).

Aft feed water pump.

Sea circulating pump and its steam engine.

Aux. sea water cooling pump.

General service and fire extinguishing pump.

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, R&MS 9,11, LMC 9,11 or LMC 140 lb., ED, &c.)

CS 3,34

The machinery of this vessel, as far as now seen, is in good order and eligible, in my opinion, to remain

as classed with fresh records of \*LMC(CS) 3,53, DBS 3,53 and TS(CL) 3,53.

Survey Fee (per Section 23)	CS	96	0	0
	TS	10	0	0
	DBS	10	0	0
Special Damage Repair Fee (if any)		15	0	0
Wear & tear repairs		20	0	0
Travelling expenses (if chargeable)		7	0	0

Committee's Minute

Assigned +LMC CS 3,53

S. 3,53 DBS 3,53 CERTIFICATE WRITTEN

TUES. 5 MAY 1953

012439-012445-0276

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.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A 1 9,52 ss Kel.-5,49 Reclassified 4.50. Carrying petroleum in bulk		*LMC 5,49 DBS 5,52 *LMC(M) 7,51 TS(CL) PN 3,50 S 9,52

OIL ENGINES  
CONTINUOUS SURVEY.

CS case

P.T.O.

CS 3,34

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FOR COMPLETION OF THE CURRENT CYCLE OF CS: (ctd.)

- O.F. transfer pump.
- Both O.F. pumps and heaters.
- Pumping arrangement.
- Condenser tested.
- Cascade tank and observation tank for heating coil returns.
- Steam pipes 3" bore and over annealed and tested.

FOR THE NEW CYCLE OF CS:

- Port M.E. Nos. 1, 2, 4, 5, 6 + 7 and starboard M.E. Nos. 1-6 cylinder covers, liners, pistons with gudgeon pins and bushes, connecting rods, crankshaft pins and bearings.
- Starboard main engine Nos. 4, 5, 6 + 7 crankshaft journals and main bearings.
- Port and starboard thrust and intermediate shafts.
- Starboard and centre auxiliary engines in their entirety.
- Both L.O. pumps.
- Windlass.

Main and auxiliary machinery, pumping arrangement, windlass and steering gear examined under working conditions and found good.

FOR DBS:

P+S donkey boilers examined internally and externally together with their mountings, manholes, doors and their fastenings. Safety valves adjusted under steam. Oil fuel burning arrangement examined under working conditions. Steam smothering arrangement verified. Control rods checked.

MACHINERY REPAIRS (OWNERS' ACCOUNT)

Port and starboard Schnittger propellers dismantled from screw shafts and placed on board as spare. The original port propeller, which had been previously dismantled, has now been refitted, and the starboard propeller has now been renewed. Marks on starboard propeller: LLOYD'S No. 4906. AVH 25.2.53 AVH.

Lignum vitae at port and starboard sides renewed at lower halves of stern bushes.

Main engines:

Starboard No. 6 piston crown renewed.  
Port main engine Nos. 1, 2, 4, 5, 6 and 7 and starboard main engines Nos. 1-6 gudgeon pins renewed. Eccentric pins port main engine Nos. 1,2,4+5 ground over, Nos. 6+7 replaced by spare, starboard main engine Nos. 1-6 renewed.  
Gudgeon pin bushes: port Nos. 1, 2, 4, 5, 6+7 remetalled, starboard main engine Nos. 1-5 renewed (incl. steel shells) No. 6 remetalled.  
Port main engine Nos. 1+6 and starboard main engines Nos. 1, 2+5, cracks in valve openings of cylinder covers metalocked.  
Starboard main engine camshaft driving chain renewed.  
Port and starboard main engine driven bilge pumps both housings and buckets renewed.

Auxiliary Machinery:

Port and starboard starting air compressors, both gudgeon pins machined, bushes remetalled. Pistons and valves dressed, bearings adjusted.  
Emergency compressor, pistons and valves dressed. HP piston rings renewed, bearings adjusted.  
Centre aux. engine, all pistons, covers and valves dressed, bearings adjusted.  
Starboard aux. engine covers, valves and pistons dressed, 3 gudgeon pin bushes renewed.  
Nos. 4, 5 + 6 crankshaft main bearings remetalled, all other bearings adjusted.  
Bilge pump valve chest dressed, bearings adjusted.  
Ballast pump, both gudgeon pins and bushes renewed, bearings adjusted, valve chest dressed.  
Aft feed water pump, bucket rings renewed, valve chest dressed.  
Sea circulating pump engine, piston and valve dressed, crankpin bearing remetalled.  
Sea circulating pump, impeller shaft machined, bushes and sealing rings renewed, impeller shaft coupling flange renewed.  
Aux. sea water cooling pump, impeller renewed, shaft machined, sealing rings and bushes renewed.  
General service and fire pump, impeller shaft, sealing rings and bushes renewed.  
Windlass, all piston rings renewed, rods and valve spindles machined, glands and neck bushes rebushed, all guides and bearings adjusted.

MACHINERY REPAIRS (DAMAGE ACCOUNT)

Starboard thrust shaft renewed, all coupling bolts renewed, existing bearings and pads dressed.  
Forging Rpt. No. 5024 attached.

DONKEY BOILER REPAIRS (Owners' Account)

- 4 c.c. wrapper plate stays renewed.
- 17 tubes expanded.

Note:

There are no fresh water coolers installed on board.  
The jackets are cooled by sea water, the pistons by lubricating oil.

B. J.



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Foundation