

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

No. 168

Date of writing Report 11th April 50

(Received at London Office)

24 APR 1950

No in Reg. Book. Survey held at KIEL

When handed in at Local Office 11th April 50

Port of KIEL

Date. First Survey 11th March

Last Survey 2nd April 1950

23583 on the Machinery of the ~~Woods & Sons~~ Steel M.T. "RINGJELL" (ex "Krossfonn")

Tonnage { Gross 9640
Net 5509
Nominal Horse Power { MN 728

Vessel built at Odense

Engines made at Copenhagen

By whom Odense Staalsskibsvft. ved AP Möller

Year. Month.

Boilers, when made (Main) -

By whom Brømer & Wain

When 1935 8

Owners Ringdals Rederi A/S

(Donkey) -

When 1935

No. of Main Boilers -

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2

Managers Olaf Ringdal

Port Oslo

Steam Pressure -

If Surveyed Afloat or in Dry Dock

Dry Dock No. V Deutsche Werke

Voyage

in Donkey Boilers 160 lbs

Howaldtswerke Afloat

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Completion of Reclassification

(Periodical Surveys, when held, must be reported in detail and serially 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.

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 through examination at this time? --

If not, state for what reasons - yes

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

Did the Surveyor examine the Safety Valves of the Main Boilers?

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes

To what pressure were they afterwards adjusted under steam?

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

To what pressure were they afterwards adjusted under steam? 160 lbs/□"

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

yes

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

yes

Have the screw shafts now been drawn and examined? yes (2)

Have they

Have the shafts now been changed? yes

to raise torsional natural frequency

Is an approved oil retaining appliance fitted at the after end? no

Is an approved oil retaining appliance fitted at the after end? no

Have they

Is electric light and/or power fitted? yes

State date of examination of Screw Shaft

Port 20/3/50

Stbd. 29/3/50

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

If so, did the Surveyor examine the

State the wear down in the

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

CS case

NOW DONE: Vessel placed in dry dock. Propellers, sterntubes and bushes (new) and outside fastenings of sea connections examined and placed in good order.

3 tailshafts (new) with continuous liners examined and found in good order (2 working and 1 spare).
P & S main engines - opened out, examined and found or placed in good order, as follows:

	Port	Starboard
Cylinders, pistons, covers, valves and gears	All	Nos. 1,2,3,4 & 5
Crankshaft journals and main bearings	All	All
Crank pins and bottom end bearings	All	Nos. 1,2,3,4 & 5
Gudgeon pins and top end bearings	All	Nos. 1,2,3,4 & 5
P & S thrust blocks and thrust shafts	All	Nos. 1,2,3,4 & 5
P & S intermediate shafts (new)		

Port and Starboard donkey boilers, examined in their entirety and their safety valves adjusted to the pressure stated above, and O.F. burning apparatus examined under working conditions.

P.T.O.

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, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel as far as now seen is in good order and eligible in my opinion to be reclassified with record + LMC CS 5,49 as previously recommended, and with fresh records of TS N CL 4,50 and DBS 4,50, subject to the torsional vibration calculations for the present dynamic system of the main engines being approved.

Compl. of Reclassification 31. 10. 0

Fee (per Section 20) Pt. C.S. £ 40. 0. 0

DBS £ 12. 0. 0

T.S. £ 6. 0. 0

new shafting and stern tubes £ 42. 0. 0

pay Fee 19/3, Late Fee 27/3/50 13. 0. 0

Committee's Minute

gnd

+ LMC 5.49

Boiler 5/1 x DBS 4.50

(2) 3.50

Fees applied for

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Received by me,

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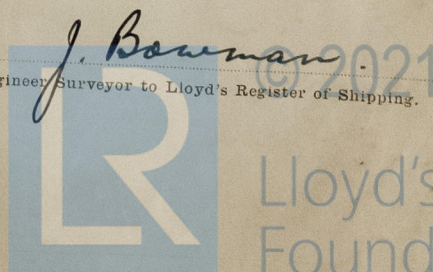
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CERTIFICATE WRITTEN.

D12439-012445-0293



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

ALTERATION OF SHAFTING

P & S sterntubes removed and new sterntubes hydraulically tested and installed.

P & S screw shafts and intermediate shafts removed and new shafts of larger diameter fitted, together with new plummer blocks (4 in No.) and new coupling bolts (28 in No.)

Scantlings of shafting verified with the approved plans.

Working propellers (Schnittger) removed, bored out to template to suit new screwshafts and placed on board as spare.

Spare propellers, bored out and fitted ^{as} ~~working~~ working propellers (3-bladed, M.Br. 12"-6" dia. x 10'-0" pitch).

Spare tailshaft (new) placed on board.

It is stated that torsional vibration calculations based on the present dynamic system have been submitted by Burmeister & Wain of Copenhagen, for approval.

Shafting identification marks:

SCREWSHAFTS Working - (1) LLOYD'S, F.S. 621, 17.3.50; (2) LLOYD'S F.S. 632, 24.3.50
Spare - LLOYD'S, F.S. 634 31.3.50

INTERM. SHAFTS (1) LLOYD'S F.S. 619, 17.3.50; (2) LLOYD'S F.S. 620, 17.3.50

Forging Certificates forwarded herewith.

ELECTRICAL INSTALLATION (Completion of Reclassification Survey)

Wiring throughout the vessel examined, and all cables of MKK removed and replaced by MK cable (lead covered and braided) in accordance with the Rule Requirements.

Circuits now rewired, as follows:

3 generators
2 motor generators
3 oil purifiers
2 combined C.W. & L.O. pumps
2 turning machine motors
Oil heater
Steering gear
Machinery space lighting
Main mast lights
Fore ship lighting
Amidship lighting and heating
Telephones, radio, searchlight, telegraphs,
Rudder indicator, patent log, alarm bells,
Gyro compass and radar.

All circuits megger tested on completion and found good.

J. Bowman.



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