

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

No. 168

Date of writing Report 11th April 1950 (Received at London Office 24 APR 1950)
 When handed in at Local Office 11th April 1950
 No in Reg. Book 23583 Survey held at KIEL Port of KIEL
 Date First Survey 11th March Last Survey 2nd April 1950
 (No. of Visits 15)

on the Machinery of the Woods Bay of Steel M.T. "RINGFJELL" (ex "Krossfonn")
 Tonnage Gross 9640 Vessel built at Odense
 Net 5509 Engines made at Copenhagen By whom Odense Staalsskibsvft. ved AP Møller Year 1935 Month 8
 Nominal Horse Power (MN 728) Boilers, when made (Main) - By whom Dr. Burmeister & Wain When 1935
 Owners Ringdals Rederi A/S (Donkey) - When 1935
 No. of Main Boilers - Owners' Address -
 No. of Donkey Boilers 2 Managers Olaf Ringdal (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers - Port Oslo Voyage -
 in Donkey Boilers 160 lbs If Surveyed Afloat or in Dry Dock Dry Dock No. V Deutsche Werke
 (State name of Dock.) Howaldtswerke Afloat

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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 5,40 (Reclassification Contemplated) Carrying Petroleum in Bulk		+

Particulars of Examination and Repairs (if any) Completion of Reclassification Survey, Alteration of Shafting, Pt. Continuous Survey, D.B. Survey
 (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.)

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? -
 " " Donkey " " yes
 If not, state for what reasons -
 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? - and of the Donkey Boilers? yes
 Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? yes
 Have the screw shafts now been drawn and examined? yes (2) Have they to raise torsional natural frequency Is an approved oil retaining appliance fitted at the after end? no
 Have the shafts now been changed? yes If so, state reasons to raise torsional natural frequency Has the shaft now fitted been previously used? no Have they been a continuous liner? yes
 Is an approved oil retaining appliance fitted at the after end? no State date of examination of Screw Shaft Port 20/3/50
 stern bush close (new) Is electric light and/or power fitted? yes If so, did the Surveyor examine the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes State the wear down in the yes

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

NOW DONE: Vessel placed in dry dock. Propellers, stern tubes 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.		

General Observations, Opinion, and Recommendation:— P.T.O.

(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., ED, &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
 Pt. C.S. £ 40. 0. 0
 DBS 12 0 0
 T.S. £ 6. 0. 0
 New shafting and stern tubes 42 0 0
 Fitting expenses (if chargeable) £ 5. 5. 0
 Late Fee 19/3, Late Fee 27/3/50 13 0
 Committee's Minute FRI. 26 MAY 1950

+ LMC 5.49
 Bolts 5/1x DBS 4.50
 (u) 2.50

J. Bowman
 Engineer Surveyor to Lloyd's Register of Shipping.



CERTIFICATE WRITTEN.

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. X

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} ~~stock~~ 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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