

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

(Received at London Office

5 NOV 1949

Date of writing Report 14th October 1949 When handed in at Local Office 1949 Port of KIEL

Survey held at KIEL Date First Survey 13th September 1948 Last Survey 21st May 1949 (No. of Visits 32)

 on the Machinery of the ~~Wooden~~ Steel "RINGJELL" ex "Krossfenn"

Gross 323 Vessel built at Odense By whom Odense Staalskibsvft. ved AP Möller When 1935 8

Net 5509 Engines made at Akt. Burmeister & Wain Copenhagen By whom Akt. Burmeister & Wain When 1935

Main Boilers - Boilers, when made (Main) - (Donkey) 1935

Owners Olav Ringdal Owners' Address -

Managers - Port Oslo Voyage -

If Surveyed Afloat or in Dry Dock Dry Dock Deutsche Werke Howaldtswerke Kiel afloat

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port

Reasons of Examination and Repairs (if any) Reclassification

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, all, 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? none

" Donkey " " " yes

Reasons for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler 26th April 1949 Present condition of funnel(s) good

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

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

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

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

Screw shaft now been drawn and examined? yes Have they a continuous liner? yes Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used? no Has it a continuous liner? yes

Approved oil retaining appliance fitted at the after end? no State date of examination of Screw Shafts P & S 20-3-49 State the wear down in the

Has close Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

If not complete, state what arrangements have been made for its completion and what remains to be done.

Vessel placed in dry dock, examined sea cocks and valves, both screw shafts with stern bushes and all outside fastenings.

Both main engines and all auxiliary units removed from the vessel (except boilers and air receivers) and completely dismantled and examined in their entirety. The cylinder liners and cylinder heads were all removed and tested, hydraulically. Pistons hydraulically tested. The air receivers examined internally and tested hydraulically. All starting air lines tested hydraulically. Condenser examined and tested. Both L.O. coolers examined and tested.

Both donkey boilers examined in their entirety and hydraulically tested.

Steam pipes examined and tested.

The electrical installation has been almost entirely renewed in accordance with approved plans.

WORK NOW EFFECTED:

The starboard screw shaft now renewed (certificate herewith).

The port screw shaft liner skimmed in way of the bushes. P.T.O.

Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order

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 or LMC 9,11 or LMC 140 lb., PD, &c.)

Eligible in my opinion to be reinstated in class + LMC 5:49, T.S.(CL) P&S 3:49, D.B.S. 4:49 (refer letter

regarding electric cables).

(per Section 29) Reclass. £ 115 : 0 : 0 Fees applied for

E.L. 120 0 0

Damage or Repair Fee (if any) £ 40 : 0 : 0 Received by me

Expenses (if chargeable) £ 7 : 0 : 0

Surveyor's Minute

Defused

FRI. 10 FEB 1950

Engineer Surveyor to Lloyd's Register of Shipping.

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REPAIRS NOW EFFECTED (Ctd.)

The two bronze propellers were faired at the blade tips and placed on board as spare.
Two new bronze Schnittger propellers now fitted having the following markings:

A.N. 41402
LLOYD'S
T.D.P.
5.1.49

A.N. 41403
LLOYD'S
T.D.P. 6
2.49

Both stern bushes rewooded.

Intermediate shafts ground in way of bearings and bearings remetalled.

Thrust shafts machined in way of collars and bearings. Bearings and pads remetalled.

Main engine crank shafts machined in way of journals and crank pins, and all bearings remetalled.

7 cylinder liners renewed.

4 gudgeon pins renewed, remainder ground and all bushes renewed.

3 cylinder heads renewed.

Cam shafts ground in way of bearings, and bearings remetalled.

2 fuel cams renewed.

Chains for cam shaft drive renewed.

All rocker arm bushes renewed.

One fuel pump renewed complete, remainder overhauled.

2 exhaust valves and 4 relief valves renewed complete.

Mains driven C.W. pumps, both rams, renewed.

Mains driven C.W. pumps, rocker arm bearings renewed.

BALLAST PUMP

Cylinder liner and piston rings renewed.

Crank shaft machined and bearings renewed.

BILGE SANITARY PUMP

Cylinder liners renewed.

Piston rings renewed.

Crank shaft machined and bearings remetalled.

CONDENSER

Both end covers and the water space casting all renewed.

PUMPING ARRANGEMENTS

60% of the engine bilge, ballast and cooling water pipes renewed.

80% of the L.O. and F.O. lines renewed.

BOILERS

Starboard 150 plain and 20 stay tubes renewed.
Port 56 plain and 22 stay tubes renewed.

Port boiler starboard furnace all 6 rivets renewed at C C end.

The water gauge connections now changed from valves to cocks.

The oil fuel installation has now been renewed by a "Wallsend" unit for which the heater certificate is enclosed.

2 new Bohn & Kähler 6 cylinder Diesel engines have now been installed to drive two reconditioned 100 kw generators.

ELECTRICAL

This is a new installation, and Report 13 is attached.



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