

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

No. 684 G.

of writing Report 10TH JULY 1949 When handed in at Local Office 21

Survey held at HOWALDTSWERKE, KIEL ON IN ORDER 29TH APRIL 49 Last Survey 19TH MAY 1949

on the Machinery of the Wood, Iron or Steel S.S. GIPH (No. of Visits FIVE)

Gross 1695 Vessel built at HELSINGÖR By whom HELSINGÖRS JERNSKIPS & MASKINBYGGERI Year. Month. 1934 8
 Net 958 Engines made at HELSINGÖR By whom HELSINGÖRS JERNSKIPS & M/B. When 1934 8
 Main Boilers 2 Boilers, when made (Main) 8-1934 at HELSINGÖR JERN (Donkey) NONE
 Donkey Boilers NIL Owners DAMPSSKIBSELSKABET TORM A/S Owners' Address HOLMEN'S KANAL 42 COPENHAGEN
 Pressure 220 LB Managers A. SCHMIEGELOW & AIKAMPEN (if not already recorded in Appendix to Register Book.)
 Main Boilers 220 LB Port COPENHAGEN Voyage COPENHAGEN
 Donkey Boilers NIL If Surveyed Afloat or in Dry Dock FLOATING DOCK NO 8
 (State name of Dock.) HOWALDTSWERKE, KIEL

Report No. GENOA (A.S.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) CON? SPECIAL SURVEY NO 2
 al Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.
 age 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, DANISH U.W. SURVEYOR ATTENDED
 damage report made by anyone else? If so, by whom? DANISH U.W. SURVEYOR
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES
 " Donkey " " " NO D. B.L.R.

state for what reasons NO D. B.L.R. What parts of the Boilers could not be thus thoroughly examined? ALL PARTS EXAMINED
 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 6TH MAY, 1949 Present condition of funnel(s) SATISFACTORY

Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 220 LB/10"
 Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam?
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES and of the Donkey Boilers?
 Surveyor examine the drain plugs of the Main Boilers? YES and of the Donkey Boilers?
 Surveyor examine all the mountings of the Main Boilers? YES and of the Donkey Boilers?
 screw shaft now been drawn and examined? YES Has it a continuous liner? NO Is an approved oil retaining appliance fitted at the after end? YES
 shaft now been changed? YES If so, state reasons DIAMETER REDUCED Has the shaft now fitted been previously used? NO Has it a continuous liner? NO
 approved oil retaining appliance fitted at the after end? YES State date of examination of Screw Shaft 29TH APRIL 49 State the wear down in the bush 3/32"
 Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO
 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.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done CERTIFICATE COPY SENT TO COPENHAGEN
OVERLOOKING
SEA VALVES OPENED OUT TOGETHER WITH THEIR FASTENINGS, EXAMINED, VALVES & SEATS GROUND AS NECESSARY, FASTENINGS OVERHAULED & LOOSE STUDS RENEWED AS NECESSARY, REPAKED & REFITTED GOOD CONDITION
PROPELLER SHAFT DRAWN AND FOUND TO BE BADLY PITTED & DEEPLY SCORED IN WAY OF STERN AND, THIS SHAFT WAS TURNED IN LATHE AND FOUND TO BE REPAIRED UNDER LIMITS. SPARE PROPELLER SHAFT CLEANED & FITTED, 'ZEDERWALL' OVERHAULED AND REFITTED, IN ORDER.
BRUNLAND BOTTOM HALL REWOODED AT THIS TIME.
COMMENCEMENT OF SPECIAL SURVEY
IN ENGINE OPENED OUT, PISTONS REMOVED, CYLINDER WALLS GAUGE CHECKED AND FOUND IN ORDER.
STONS & RINGS EXAMINED AND FOUND IN ORDER.

al 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 BOILERS AND MACHINERY OF THIS VESSEL AS NOW SEEN IS ELIGIBLE IN MY OPINION REMAIN AS CLASSED IN THE REGISTER BOOK WITH RECORD OF SURVEY B.S. 5-49 (CONTINUE)
TO T.S. (09) SEEN; 4-49. IT IS RECOMMEND, THAT THE PARTS OF MACHINERY NOW CAN BE NOTED IN ANTICIPATION OF NEXT LMC - MS

Fee (per Section 29) £20 0 0 Fees applied for 29-7 1949
 Damage or Repair Fee (if any) £ - - - Received by me, J. A. Row
 (per Section 29.)
 Expenses (if chargeable) £ 5 - - 19
 Committee's Minute FRI. 28 OCT 1949
As sent
SN 4.49 Br S. 5.49

S.S. "GYDA"

PISTON RODS REMOVED EXAMINED AND FOUND IN ORDER, SLIGHTLY SKIMMED & REFITTED.
STUFFING BOXES (HUHN'S PATENT) REMOVED CLEANED, EXAMINED & FOUND IN ORDER.

CROSSHEAD PINS & BEARINGS OPENED OUT EXAMINED, ADJUSTED & FOUND IN ORDER.
CONNECTING RODS EXAMINED AND FOUND IN ORDER.

CRANKSHAFT LIFTED, CHECKED, NOS 4 & 5 BEARING SURFACES SLIGHTLY ROUGH AND
PARTICLES BEARING METAL ADHERING. BEARING SURFACES DRESSED SMOOTH
MAIN BEARING TOP & BOTTOM HALVES EXAMINED, BOTTOM HALVES OF NOS 4
& 5 FOUND TO BE RUN, TOP HALVES FOUND TO BE LOOSE, METAL OF NOS 4 & 5
TOP & BOTTOM HALVES RENEWED, REMAINDER IN SATISFACTORY CONDITION.
CONNECTING ROD GUIDES REMOVED EXAMINED AND WITH GUIDE SLIDE FOUND IN
ORDER.

ECCENTRIC STRAPS & CONNECTING RODS EXAMINED, 2. H.P. STRAP STRAPS
FOUND TO HAVE BEARING METAL SLACK, METAL RENEWED.

MANOVERING VALVE OPENED OUT VALVE FACES GROUND & STEM OVERHAULED
& ADJUSTED SATISFACTORILY.

POCKET VALVES OPENED OUT (12) EXAMINED SPINDLES & GUIDES FOUND TO BE WORN,
ALL SPINDLES & GUIDES RENEWED, FITTED & ADJUSTED SATISFACTORILY.

MAIN ENGINE HOLDING DOWN BOLTS & NUTS TESTED & FOUND IN ORDER.

EXHAUST STEAM TURBINE OPENED OUT SHAFTS, GEAR WHEELS & PINIONS
EXAMINED FOUND IN ORDER.

EXHAUST STEAM TURBINE REGULATING VALVE & CUT OUT VALVE OPENED
OUT, OVERHAULED & ADJUSTED SATISFACTORILY.

THRUST BLOCK OPENED OUT PADS EXAMINED, REFITTED, ADJUSTED AND
FOUND IN ORDER.

AUXILIARIES

MAIN CONDENSER OPENED, EXAMINED, ALL TUBES & PERCUSS RENEWED, WATER
SIDE CLEANED, COATED & SATISFACTORILY TESTED TO 50 LB²/SQ².

AFTER FEED PUMP WATER END CYLINDER SLIGHTLY SCORED & PISTON SLIGHTLY
SCORED, CYLINDER BORED, PISTON DRESSED SMOOTH AND RINGS RENEWED, PUMP
REFITTED, REGULATED & TESTED SATISFACTORILY.

FORWARD FEED PUMP OPENED OUT EXAMINED OVERHAULED, REFITTED, ADJUSTED
& TESTED SATISFACTORILY.

BALLAST PUMP OPENED OUT, OVERHAULED & REFITTED SATISFACTORILY.

ATTACHED FEED & BILGE PUMPS REMOVED TO WORKSHOPS OPENED OUT, LINERS
BADLY SCORED, LINERS RENEWED PISTONS & PISTON RODS DRESSED & PUMPS
REFITTED SATISFACTORILY.

CONDENSER OPENED OUT, COILS REMOVED CLEANED & TESTED SATISFACTORILY.

AIR PUMP OPENED OUT, CLEANED, VALVES OVERHAULED & REFITTED SATISFACTORILY.

FOUR BRASS VALVES FOR AIR PUMP MADE & PLACED IN B.T.H. STORE.

SPARE VALVES FOR FEED PUMP USED AT THE TIME & SPARE VALVES SUPPLIED.

ONE SPARE PISTON FOR 1 H.P. PISTON SHORT OF REQUIRED AMOUNT, ONE
NEW SPARE RING SUPPLIED AND PLACED ON BOARD.

CIRCULATING PUMP OPENED OUT EXAMINED AND OVERHAULED SATISFACTORILY.

SPARE GEAR CHECKED & SHORTAGES MADE UP SATISFACTORILY.

MAIN ENGINE RUN FOR FOUR HOURS AND FOUND SATISFACTORILY.

S.S. "GYDA"

BOILERS (2) CYLINDRICAL S.E.

PORT BOILER

BOILER OPENED OUT CLEANED EXAMINED INTERNALLY & EXTERNALLY.

FURNACES EXAMINED ON FIRE SIDE & WATER SIDE, SLIGHT PITTING NOTED ON LOWER WATER SIDE, FURNACES CHECKED FOR DEFLECTION AND FOUND IN SATISFACTORY CONDITION.

SMOKE TUBES EXAMINED AND UPPER & OUTER TUBES FOUND TO BE BADLY PITTED ON REMOVAL OF THESE TUBES AND EXAMINATION OF REMAINDER IT WAS FOUND THAT 80% OF TUBES WERE BADLY PITTED, ALL SMOKE TUBES RENEWED FROM S.M. STEEL TUBES AND L.R. TESTED MATERIAL.

ALL TUBE ENDS GROUND SMOOTH BEFORE FITTING & EXPANDING.

ANCHOR TUBES EXAMINED, 8 ANCHOR TUBES FOUND TO BE PITTED, 8 ANCHOR TUBES RENEWED REMAINDER IN ORDER.

BOILER SHELL WRAPPER PLATES & END PLATES IN GOOD CONDITION.

TUBE PLATES CHECKED FOR DEFLECTION & BACK TUBE PLATE FOUND TO BE SLIGHTLY BUCKLED, BACK TUBE PLATE FAIRED, FRONT TUBE PLATE IN GOOD CONDITION.

STAY BOLTS EXAMINED AND FOUND SATISFACTORY, EIGHT STAY BOLT NUTS ON COMBUSTION CHAMBER SIDE FOUND TO BE SLIGHTLY LEAKING, THESE WERE SATISFACTORILY HARDENED UP.

SUPERHEATER WITH HEADERS REMOVED ABOARD, CLEANED, REPAIRED AS NECESSARY, TESTED HYDRAULICALLY AND FOUND TO BE IN SATISFACTORY CONDITION.

ALL BOILER MOUNTINGS REMOVED ABOARD, VALVES & SEATS GROUND IN AS NECESSARY MOUNTINGS REFITTED WITH NEW STUDS.

DRAIN COCKS OPENED OUT AND FOUND IN SATISFACTORY CONDITION.

ON COMPLETION OF REPAIRS BOILER WAS SATISFACTORILY HYDRAULICALLY TESTED.

SAFETY VALVES WERE SET UNDER STEAM TO 220 LBS/SQ

STARBOARD BOILER

BOILER OPENED OUT CLEANED, EXAMINED EXTERNALLY & INTERNALLY.

BOTH FURNACES EXAMINED ON FIRE SIDE AND WATER SIDE, CHECKED DIAMETRICALLY AND INBOARD FURNACE CROWN AT MID LENGTH DOWN $1\frac{7}{8}$ ", OUTBOARD FURNACE CROWN DOWN ABOUT $1\frac{5}{8}$ " AT 7TH TO 10TH CORRUGATION, THE FURNACES WERE JACKED UP INTERNALLY, REDUCING DEFLECTION BY ABOUT $1\frac{1}{4}$ " IN EACH CASE, FURNACE THICKNESS WELL MAINTAINED.

SMOKE TUBES FOUND TO BE PITTED AND ON REMOVAL OF 50% OF TUBES REMAINDER OF TUBES ALSO FOUND TO BE PITTED, ALL TUBES RENEWED.

ANCHOR TUBES FOUND TO BE IN FAIR CONDITION, FOUR ANCHOR TUBES PITTED & TWO ANCHOR TUBES FOUND TO HAVE BEEN TEMPORARILY REPAIRED BY WELDING AT BACK PLATE, THESE WERE RENEWED.

BACK AND FRONT TUBE PLATES EXAMINED, BACK PLATE NOT GREATLY AFFECTED BY WELDING OR ANCHOR TUBES.

BOILER SHELL & END PLATES IN SATISFACTORY CONDITION.

STAY BOLTS IN ORDER, SEVEN STAY BOLT NUTS SLIGHTLY LEAKING, WERE HARDENED UP.

SUPERHEATER WITH HEADERS REMOVED ABOARD, CLEANED, TESTED UNDER

S.S. GYDA

PRESSURE AND FOUND IN SATISFACTORY.

ALL BOILER MOUNTING REMOVED, OVERHAULED, VALVES & SEATS
GROUND IN AS NECESSARY AND REFITTED IN SATISFACTORY CONDITION.

ON COMPLETION OF THE FOREGOING REPAIRS THE BOILER WAS
TESTED UNDER HYDRAULIC PRESSURE AND FOUND SATISFACTORY
THE SAFETY VALVES WERE SET UNDER STEAM TO BLow AT
221 LB/SQ.

BOTH FUEL OIL PUMPS WERE OVERHAULED AND SATISFACTORY TESTED.

OIL HEATER COILS & CASING SEPARATELY TESTED UNDER PRESSURE AND
FOUND SATISFACTORY

ALL FUEL PIPE LINES & VALVES TESTED UNDER PRESSURE AND FOUND TO BE
SATISFACTORY

OIL FUEL DECK CONTROL GEAR OVERHAULED & TESTED SATISFACTORY.

FORCED DRAUGHT FAN ENGINE OPENED OUT, BEARINGS FOUND TO BE POOR,
SHAFT DRESSED & BEARING METAL RENEWED AND FAN FOUND TO OPERATE
SATISFACTORY DURING ENGINE & BOILER TRIALS.

PORT & STARBOARD BOILER SURVEY NOW COMPLETE.

J. A. ROLL