

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office NOV 13 1940)

Date of writing Report 15th Oct. 1940 When handed in at Local Office 22nd Oct. 1940 Port of Baltimore, Maryland

No. in Reg. Book 77056 Survey held at Baltimore, Maryland Date, First Survey 27th August Last Survey 10th Sept. 1940 (No. of Voids 7)
on the Machinery of the Wood, Iron & Steel S.S. "KALANI"

Tonnage { Gross 5506.9 Net 3412 Vessel built at Seattle, Washington By whom Skinner & Eddy Corp. When 1918
Engines made at Schenectady, N.Y. By whom General Electric Co. When 1918
Nominal Horse Power 509.7 Boilers, when made (Main) 1918 (Donkey)
No. of Main Boilers 3 SB Owners Ministry of Shipping Owners' Address
No. of Donkey Boilers - Managers - Port
Steam Pressure in Main Boilers 210 lbs. If Surveyed Afloat or in Dry Dock both Beth Steel - Locust Point Yard
in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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 thorough examination at this time?

" " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

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

and of the Donkey Boilers?

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

and of the Donkey Boilers?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft Aug. 27, 1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Is electric light and/or power fitted Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The entire survey in accordance with the rules for Classification remains to be effected, except as regards the undermentioned examinations.

Contemplated Classification in respect to purchase of vessel by British Ministry of Shipping.

With vessel in dry dock the propeller removed, tailshaft drawn, examined with stern bearing, all found in good condition with fittings, the shaft reinstalled, connected up with propeller and stern gland repacked. All fastenings and sea connections examined, the latter overhauled, stems repacked and all sea chests coated. The Forward feed pump and ballast pump examined, overhauled and parts renewed. Feed water manifold to feed heater, overhauled and double face valve parts renewed. Main feed check valve discs on Centre & Starboard boiler renewed with disc to feed stop on Port boiler.

The ammonia refrigerating machine overhauled and new parts fitted to steam and compressor sections. (Cont'd)

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, B.S. 2, 11, B.&M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

Machinery, boilers, auxiliaries etc. eligible in my opinion to be considered for classification and it is recommended that the record of Tailshaft (CL) seen 8-40 and 'L.M.C. (incl. boilers), fitted for oil fuel F.P. above 150° F. - with date' may be made in Register Book in the case of this vessel subject to survey in accordance with the rules being satisfactorily completed.

Survey Fee (per Section 29) £ To be collected in Lond. Expens. applied for Oct. 22 19 40
Special Damage or Repair Fee (if any) (per Section 29.) £
Travelling expenses (if chargeable) £ \$ 3.00 Received by me, 19

Committee's Minute NEW YORK OCT 23 1940

Assigned class contemplated

T.S. 9.40

Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to

NOV 13 1940

Rpt. 9a.

Port of Baltimore, Maryland

Continuation of Report No. 7189

dated 22nd October, 1940

on the

The steam turbines, reduction gears and boilers etc. have not been opened up at this time but outwardly and as far as can be seen the entire machinery and auxiliaries are in a clean state and apparently in good condition.

Information as entered on First Entry Reports 7189 has been obtained from plate references etc. information offered and considered reliable, also from such blue prints as found available, copies of which are forwarded herewith for information.

Although the machinery would not appear to have been classed with this Society indications point to the steam turbines and gears only, having apparently come under review during construction and a partial report No. 14963 entered at New York, May 1918.

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