

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

(Received at London Office, 26 NOV 1941)

Date of writing Report Sept. 15th. 41. When handed in at Local Office Sept. 16th. 41. Port of Hong Kong
No. in Survey held at Hong Kong Date, First Survey July 18th. Last Survey Sept. 19th. 1941
Reg. Book. 73283 on the Machinery of the Woodhouse Steel Tain Se "DON KESTER" (No. of Visits 16)

Tonnage Gross 1616 Net 900 Vessel built at Kiel By whom Krupp Germaniawort A.G. When 1936 12
Nominal Horse Power 447 Engines made at Kiel By whom - do - When 1936 12
No. of Main Boilers - Boilers, when made (Main) - (Donkey) -
No. of Donkey Boilers - Owners De la Rama S.S. Co. Inc. Owners' Address -
Team Pressure in Main Boilers - Managers E.H. Firevane Port Iloilo Voyage -
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat & Dry Dock Tailor

Last Report No. Port Docking, 1.4.40, 1.9.40 & Damage
Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serialim 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? None

" " Donkey " " " None

Was this 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 Present condition of funnel(s) Good

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?

Is screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No liners Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Is shaft now been changed? Yes, Port outer shaft pitted in way of A bracket bearing. If so, state reasons

Is the shaft now fitted been previously used? New shaft Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 6-9-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Port 38/1000 Starboard 45/1000

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Damage stated to have been caused by piston cooling pipe forcing piston studs breaking on No. 7 Port main engine, on the 11th. July 1941 whilst on a voyage from Manila to Iloilo. (See Damage Report attached)

Vessel placed on slipway, propellers, inner & outer propeller shafts, A bracket bushes, stern tube bushes, oil glands, sea valves and outside fastenings examined. Wear down Port Stern bush 38/1000 A bracket remetalled, Starboard stern bush 45/1000. A bracket 38/1000.

All port & starboard main engine cylinders, covers, valves, valve gear, pistons, connecting rods, gudgeon pins and bushes, crank pins and bearings, journals and bearings, thrust and intermediate shafts and bearings, all attached main engine pumps and blowers examined and found or placed in good condition. (Continued overleaf)

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. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The Machinery and Propeller Shafts of this vessel are in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of L.M.C. 9-41. and Tail shafts seen O.G. 9-41.

Survey Fee (per Section 29) \$318.00. Fees applied for 19/9/41
Electric Installation \$193.00.
Special Damage or Repair Fee (if any) \$400.00.
(per Section 29.)
Travelling expenses (if chargeable) \$ 75.00.
Received by me, 19

Committee's Minute
Assigned
FRI. 12 DEC 1941
+ L.M.C. cl. 9.41
9.41
without
Sgt. Cant

John R. Rockliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W161-0008

Ballast, sanitary, bilge, fresh water, lubricating oil and oil fuel transfer pumps examined. Lubricating oil coolers cleaned, examined and tested.

Pumps and pumping arrangements tried.

No. 1 & 2 auxiliary generator engines examined throughout with attached clutch driven compressors.

Electric installation, generators and motors examined, megger tested and tried under working conditions and now satisfactory.

REPAIRS DAMAGE.

Port engine
Aft section of bedplate in way of No. 7 & 8 cylinder columns renewed.
Nos. 7 & 8 columns fitted with bolted patches.
No. 7 cylinder piston cooling pipes forming studs renewed.
No. 7 bottom end bearing remetalled and machined.
All port main engine dismantled for access to bedplate.
All bottom halves of main bearings remetalled.
All new checks & 20 new holding down bolts fitted in new section of bedplate.
New bottom column bolts fitted in new section of bedplate.
Crank shaft tested in lathe and found satisfactory.
Crank shaft bedded down and shaft alignment tested.
On completion of repairs engines tried under full load and working conditions and found satisfactory.

REPAIRS:-Wear & Tear.

Port Main Engine.

Crank shaft journals skimmed true. (now 269.52 m/m.) *Check.*
Three bottom end bearings remetalled.
All gudgeon pins built up with electric welding in way of piston bearing surface, piston holes trued up and gudgeon pins machined and refitted.
One complete & one bottom half connecting rod gudgeon pin bush remetalled.
No. 3 cylinder liner, corroded jacket side landing machined and two copper rings fitted on liner.
Two patches fitted on cracked cylinder blocks.
One cracked piston head (No. 8) renewed.
One cracked cylinder head renewed.
All rocking arm lever bushes renewed & side washers renewed.
Port & Starboard. All exhaust valve seatings in covers machined and all exhaust valve spindle bushing renewed.
Cooling water pump chambers bored out and bronze liners fitted, pistons renewed and valves & seats renewed as required.
Thrust block kidney pads remetalled.
Flywheel bearing remetalled.

Stbd. Main Engine.

All liners removed jackets & liners scaled, recoated & liners replaced.
No. 7 cylinder liner corroded jacket side landing machined & two copper rings fitted on liner.
Five bottom half & two top half main bearings remetalled.
Three bottom end top half bearings remetalled.
Two complete connecting rod gudgeon pin bushes remetalled.
All rocking arm lever bushes renewed and side washers renewed.
Cooling water pump chambers bored out, bronze liners fitted, pistons renewed, valves & seats renewed as required.
Port & Starboard propellers renewed.
Port main engine outer propeller shaft renewed.
Port A bracket bush remetalled.

Starboard.

No. 1 auxiliary engine cooling water pump chamber liner renewed, also piston.
One main bearing and one bottom end of compressor driven by No. 1 auxiliary engine remetalled.

Port.

No. 2 auxiliary engine one bottom end remetalled.
One lubricating oil cooler top cover renewed.
Ballast pump impeller, shaft and bushes renewed.
Bilge and sanitary pump impeller shafts and bushes renewed.
Fresh water pump impeller, shaft and bushes renewed.
Electric wiring renewed as required.

SPECIAL REASONS LIST.

Dealt with as noted above. This item can now be deleted from Special Reasons List.

CRK



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