

Rpt. 9.

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

(Received at London Office

Date of writing Report **22nd October 53** When handed in at Local Office **22nd October 53** Port of **KIEL**  
No in **Kiel** Date. First Survey **24th July 53** Last Survey **17th September 53**  
y. Book. Survey held at **Kiel** (No. of Visits **12**)

00460		on the Machinery of the Wood, Iron & Steel SS "AINA MARIA NURMINEN"		Year.	Month.
Tonnage	Gross 4227	Vessel built at —Dumbarton	By whom A. McMillan & Son Ltd.	When 1912	- 5
	Net 2391	Engines made at Greenock	By whom Rankin & Blackmore	When 1912	
Nominal Horse Power	362	Boilers, when made (Main) 1912	(Donkey) -		
		Owners John Nurminen OY	Owners' Address --		
No. of Main Boilers	3 SB	(if not already recorded in Appendix to Register Book.)			
No. of Donkey Boilers	--	Managers	Port Helmsjö	Voyage	
Steam Pressure—	180 lbs	Both - Howaldtswerke and		Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
in Main Boilers		Eisenbahndamm, Kiel			
in Donkey Boilers					

Last Report No. Port MINE DAMAGE.  
Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serialism 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 **yes, not required**

Was a damage report made by anyone else? If so, by whom? **yes, Underwriters' Surveyor**

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? **yes**

If not, state for what reasons..... What parts of the Boilers could not be thus thoroughly examined?

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?.....To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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?.....

4 Did the Surveyor examine all the mountings of the Main Boilers, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?.....Has it a continuous liner?.....Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? ..... If so, state reasons..... Has the shaft now fitted been previously used? ..... Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?.....State date of examination of Screw Shaft.....State the wear down in the

stern bush.....Is electric light and/or power fitted?.....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?

*Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.*

Repairs have not been effected, and the

Owners propose to dispose of the vessel, as scrap.

Damage alleged to have been sustained by mine explosion on the 18th July 1953 between Fehmarn and the Kiel light ship, during voyage in loaded condition from Finland to London.

At the request of the Owners attended on board vessel to examine the machinery and make recommendations for repairs as required to enable vessel to retain its classification.

NOW DONE - Main engine, auxiliary machinery, thrust- and line shafting and bearings, electrical equipment, boilers, steam and feed piping, sea valves and pumping arrangements examined, in the first instance, externally only and subsequently, the main engine; crank- thrust and tunnel shafting & bearings; screw shaft, stern tube, propeller, boilers with uptakes and funnel were opened out, cleaned and examined throughout, and recommendations for repairs were made as follows:-

Main engine - all main bearings, (lower halves) to be remetalled.  
Shaft to be re-aligned and deflections made good.

2 holding down bolts to <sup>be</sup> renewed and loose chocks to be renewed.

P.T.O.

P.T.O.

**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, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

US 3.34

For the Information of the Committee.

Survey Fee (per Section 29).....	£	:	:
<b>Examination of Damage</b>	£	52.10.	0
Special Damage or Repair Fee (if any) .....	£	:	:
(per Section 29.)			
Travelling expenses (if chargeable) .....	£	3.	0. 0

Fees applied for  
A/c rendered from  
19  
London  
Received by me,  
19

Engineer Surveyor to Lloyd's Register of Shipping.

## Committee's Minute

*Assigned*

30m 9.50. Transfer Ink (MADE AND PRINTED IN ENGLAND.)

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

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Foundation



Bracket at M.P. back column for main condenser to be renewed.  
 Air pump discharge pipe to be renewed.  
 Cylinders and valve chests and attached pump casings to be water tested.  
 Condensers (overheated due to loss of cooling water) to be dismantled, re-jointed and tested.  
 Cylinder insulation to be renewed.  
 Thrust journal bearings to be re-metalled, and shaft collars to be machined.  
 All tunnel bearing caps (except one) to be renewed (C.I.)  
 Tailshaft - continuous liner to be removed for further examination of shaft. Liner to be renewed and stern tube bushes to be bored to suit.  
 All intermediate shaft couplings to be released, machined true as required and shafting to be re-aligned throughout.

#### Auxiliaries

Auxiliary condenser - to be dismantled, cleaned, rejointed and tested.  
 broken foot to be renewed.  
 All sea inlet valve chests (fractured) to be renewed.  
 Aft feed pump - water end to be renewed, steam end to be overhauled and water tested.  
 2 dynamo engines - crank and armature shafts to be tried for truth, one governor valve chest to be renewed.  
 Feed heaters, feed pumps, ballast pump and G.S. pump to be opened out, watertested and insulation to be renewed.  
 Steering engine to be opened out, tested and placed in good order.  
 Control rods on deck to be overhauled and broken bearing brackets to be renewed.

#### Electrical Equipment

All circuits to be re-wired in compartments subjected to flooding. Dynamo coils to be re-wired and insulated.  
 Light fittings, switchboard, section boards etc. to be renewed or placed in order.

#### Boilers

Boilers to be lifted, top double angles of stools to be re-riveted and side stays to shell to be released, faired and refitted. Boilers to be re-located in stools on lead lining. Uptakes where buckled to be cropped and part renewed.  
 Internal steam dryers, numerous c.c. stays and water gauge mountings to be renewed.  
 Waste steam pipes - 2 to be renewed.  
 Boiler and steam pipes to be water tested and lagging to be renewed.  
 Pumping Arrangements - all cast iron bilge and ballast piping to be water tested and placed in good order. several pipes and one valve chest to be renewed.  
 Engine room and boiler room platforms to be placed in order and spare gear to be cleaned and preserved.  
 All machinery to be tried under working conditions.

**NOTE:** Information was received on the 17th instant from the Owners, that vessel is to be disposed of as scrap, in the near future, but is remaining at this port for the present.

*B.*

Repairs have not been effected, and the Owners propose to dispose of the vessel, as scrap.  
 Damage alleged to have been sustained by mine explosion on the 18th July 1925 between Fehmarn and the Kiel light ship, during voyage in loaded condition from Finland to London.  
 At the request of the Owners attended on board vessel to examine the machinery and make recommendations for repairs as required to enable vessel to retain its classification.  
 Main engine, auxiliary machinery, thrust- and line shafting and bearings, electrical equipment, boilers, steam and feed piping, sea valves and pumping arrangements examined, in the first instance, externally only and subsequently, the main engine, crank-thrust and tunnel shafting & bearings; screw shaft, stern tube, propeller, boiler with uptakes and funnel were opened out, cleaned and examined throughout, and recommendations for repairs were made as follows:-  
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For the Information of the Committee.

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Examination of Damage

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