

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

FEB 15 1941

(Received at London Office)

Date of writing Report 22nd October, 1940.When handed in at Local Office 22nd October, 1940.

Port of Singapore.

No. in Survey held at Singapore.

Date, First Survey 28th Sept.Last Survey 17th October, 1940.5863. on the Machinery of the ~~Wood Iron~~ Steel T. M. V. "HIDLEFJORD."

(No. of Visits 7.)

Gross 7639.
Net 4489.

Vessel built at Copenhagen.

By whom Htl. Burmeister & Wain.

Year. Month.

When 1928-8.

Nominal Horse Power 714.

Engines made at Copenhagen.

By whom Htl. Burmeister & Wain.

When 1928-8.

No. of Main Boilers ✓

Boilers, when made (Main) ✓

(Donkey) 1928.

No. of Donkey Boilers 2

Owners H/S H/S "Hidleffjord" (K. Olsen)

Owners' Address ✓

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓

Managers ✓

Port Stavanger.

Voyage ✓

No. of Donkey Boilers 180 lbs.

If Surveyed Afloat & in Dry Dock Kippe Harbour.

(State name of Dock.)

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

Last Report No.

Port

Particulars of Examination and Repairs (if any) Part C.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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. ✓

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 ✓

as a damage report made by anyone else? If so, by whom? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " ✓

this was not done, state for what reasons? Donkey boilers not prepared for survey.

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? ✓

the latest date of internal examination of each boiler ✓

Present condition of funnel? ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boilers? ✓

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

, and of the Donkey Boilers? ✓

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

, and of the Donkey Boilers? ✓

screw shaft now been drawn and examined? ✓

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

shaft now been changed? ✓ If so, state reasons ✓

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? ✓

date of examination of Screw Shaft ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. P 5 1/2"; S 3 1/16"

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

Is electric light and/or power fitted? Yes.

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

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

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

following parts of the machinery opened, examined and after repairs as under found satisfactory:-

Main engine:- No. 4 cylinder, piston and rod, cover, valves, gear, connecting rod and top end bearing.

No. 4, 5 and 6 bottom ends and crankpins.

board main engine:- No. 6 cylinder, piston and rod, cover, valves, gear, connecting rod and top end bearing.

No. 4, 5 and 6 bottom ends and crankpins.

forward auxiliary oil engine:- The cylinders, pistons, covers, valves, gear, connecting rods and top bearings, bottom ends and crankpins. (Please see "Continuation Sheet.")

General Observations, Opinion, and Recommendation:- The machinery of this vessel is

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

able, in my opinion, to remain as classed and to have the record of H.M.C. (with date) when the survey has been completed subject to two new cylinders for the auxiliary engines being placed on board at the first convenient opportunity.

Fee (per Section 29) \$100

Damage or Repair Fee (if any) (per Section 29.)

ing expenses (if chargeable) \$20

Fees applied for 16/10/1940.

Received by me, 19

Committee's Minute

igned

Deferred

John Wormald
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W400-0046(1/2)

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

Port of Singapore.Continuation of Report No. 6822 dated 22nd October, 1940 on theT. M. V. "HIDLEFJORD."

Both donkey boiler feed pumps and the auxiliary condenser circulating pump (on donkey boiler firing platform).

Propellers and outside fastenings.

Work done for wear and tear: - No. 5 Port engine bottom end re-metalled.

New cylinder fitted to forward crank and re-conditioned (see below)
cylinder fitted to after crank of port forward auxiliary oil engine.

Both donkey boiler feed pumps completely overhauled.

Sundry minor repairs.

Auxiliary oil engine: - On examination it was found that the exhaust valve cage landing of both cylinders had been forced through the bottom of the covers. Two badly worn cylinders with a crack from the fuel valve recess to the exhaust valve recess (no water leakage can take place through these cracks) were found on board the vessel and it was recommended that both of these cylinders be re-bored and two oversize pistons (to suit larger diameter) be supplied. One of these cylinders and pistons has been fitted to the after crank of the port forward auxiliary and the other has been put on board for use if the necessity arises.

It is recommended that two new cylinders (of proper size) be placed on board at the first convenient opportunity.

Emergency Fittings: - This vessel has been "disgaussed" under Admiralty control and supervision; the cables used had no protective metal sheathing.

D. B. S.: - It was stated that the Donkey Boiler Survey had recently been completed.

J. W.

Bore



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