

No. 4189

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

(Received at London Office.)

ing Report 10th October 1942 When handed in at Local Office 10th October 1942 Port of Halifax N.S.
Survey held at Halifax N.S. Date, First Survey 1st November Last Survey 25th September 1942
in the Machinery of the Wood, Iron or Steel Vessel S/S "FINNATED" (No. of Visits 8)

13482 Vessel built at Barrow By whom Vickers Armstrongs Ltd When 1936-7
7929 Engines made at do. By whom do. When 1936
4608 Boilers, when made (Main) 1936 (Donkey)

6 WT Owners Union S.S. Co. of New Zealand Ltd Owners' Address
(if not already recorded in Appendix to Register Book.)

Managers Port Wellington Voyage U.K.
Surveyed Afloat & in Dry Dock F Yards No. 8 Part No. 23 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port Part MS, D.S.B.T.S.
ars of Examination and Repairs (if any) 2. Damage
eys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the
irs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
image (the cause of which must be stated) should be separated from Repairs due to other causes; and
detailed in the body of the report, should be briefly summarised at the end of the report. State also the
als of any letters respecting this case.
s where the Surveyor has not made a special damage report he is required to state whether he
services for this purpose, and why they were declined. Yes Not required
report made by anyone else? If so, by whom? Yes U.K. Surveyor fitted for f. 7.6 H.P. about 150 ft
personally go inside each Main Boiler separately and make a thorough examination at this time? Black & Depp
Donkey "

one, state for what reasons? Boiler survey stated to have been partly held.

If the Boilers could not be thus thoroughly examined?

I means, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? ✓

If internal examination of each boiler Stark, centre & aft 1-9-42 Present condition of funnel(s) good

examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 14-60 lbs. ✓

examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? —

examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? —

examine the drain plugs of the Main Boilers? , and of the Donkey Boilers? —

examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? —

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? No

en changed? Yes If so, state reasons —

w 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? —

nimation of Screw Shaft 1-9-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.B.S. 5/32

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

veyor examine the generators, motors, switchgear, cables and fuses? —

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

not complete, state what arrangements have been made for its completion and what remains to be done. It was stated that the

action of the following parts completed the machinery & boiler survey.

it had placed in dry dock fore & aft & outside fastenings of stern bushes &

sections removed. Port tail shaft drawn round & found in order.

run as stated above.

2. Examined the 1st & 2nd I.P. & L.P. turbines, gearing & bearings, thrust,

shafting, condenser (same tested) connecting & extractor pumps.

2nd turb. generator, turbines, gearing, condenser (same tested) & extractor

both the start, and the port inboard H.P.; evaporators, adjusted safety

of same under steam to 25 lbs. (by following).

Observations, Opinion, and Recommendation:— The machinery of this vessel as far

as can be determined, is in good order & eligible in my opinion to remain as named

and fresh records of T.S. (C.L.) PORT 9-42 and + L.M.C. (M.S.) DATE,

T.S. (DATE) as previously recommended.

ection 29) \$100.00: Fees applied for Oct 7th 1942

or Repair Fee (if any) \$50.00:

Section 29.)

es (if chargeable) \$1.00:

's Minute FRI. 27 NOV 1942

B.J. 6.42

Received by me,

19

A. Tanitch,

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

Examined the stern centre & aft boilers and mountings internally externally & under steam. Mountings of stern fore boiler opened out & examined. Safety valves of the above three boilers adjusted under steam as stated above.

The oil fuel pressure pumps & pipe lines examined under working conditions. Valves on fuel oil tanks examined as far as practicable. remote controls to same, oil fuel installation, & fire extinguishing equipment tested & found in order.

Machinery examined under working conditions with satisfactory results.

On account of damage stated sustained through a nearby explosion on the 22nd August 1942 whilst at sea during a voyage from Halifax N.S. towards the U.K.

Now done: All sea injection valves & discharge valve opened out & examined & found in order. All stowage valves examined. The base of the fore fuel oil transfer pump & N° 2 sewage pump found fractured.

Pipe work & transfer pump removed & base welded & machined, all parts examined & pump afterwards tested under working conditions & found in order.

New base C.I. supplied & fitted to sewage pump. The ratings & bases of main & aux. machinery were examined but no further defects were found.

Front brick work of all boilers disturbed & now renewed.

Emergency dynamo fuel supply line repaired.

N° 2 Fore deck winch stand of gear case repaired.

It was stated that at the time of the casualty the main breakers of the electrical installation were thrown out.

Switch boards & distribution boxes examined & found in order.

Various light fittings in engine & boiler rooms repaired & new lamps supplied. Eight lifeboat launching lights repaired. Windlass brake repaired. The installation was rugged tested & found under working conditions & found in order.

A.D.