

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

(Received at London Office)

Port of DUBLIN

Date. First Survey 19<sup>th</sup> Mar. Last Survey 20<sup>th</sup> Oct. 1942.

(No. of Visits 18.)

Survey held at DUBLIN when handed in at Local Office

Gross 2284  
Net 962  
Tons 840  
in Boilers 203  
Donkey Boilers 158  
Boilers 1956  
Machinery 1956  
Report No. Port

Vessel built at BELFAST  
Engines made at do.  
Boilers, when made (Main) 1912  
Owners BRITISH & IRISH SM. PACKET CO. LTD  
Managers  
If Surveyed Afloat or in Dry Dock ALEXANDRA  
(State name of Dock.)

By whom HARLAND & WOLFF LTD  
When 1912 - 3  
By whom do.  
(Donkey)  
Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Port LIVERPOOL Voyage

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 ft WITH FREEBOARD.	+L.M.C.	5,35
740.	85.	7,40
S.S. LIV. 2nd No 3 - 5,36.	7800.	P 5,38
		S. 7,40
FITTED FOR OIL	DUBLIN 4,24.	
F.P. above 150° F.		

## Particulars of Examination and Repairs (if any)

All Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he declined his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

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

Donkey "

not done, state for what reasons

parts of the Boilers could not be thus thoroughly examined?

special means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler?

Last date of internal examination of each boiler 22<sup>nd</sup> April 1942

Present condition of funnel

good

SE, 1956.

Surveyor examine the Safety Valves of the Main Boiler?

yes

To what pressure were they afterwards adjusted under steam?

D.E. NOT ADJUSTED.

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

yes, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

yes

, and of the Donkey Boilers?

Screw shaft now been drawn and examined?

yes

Is it fitted with continuous liner?

no

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

yes.

Shaft now fitted been previously used?

no

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?

no

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

S. 13/AUG. P. 3/AUG. 1942

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. good fit.

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

Is electric light and/or power fitted yes.

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

yes

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

Surveyor is not complete, state what arrangements have been made for its completion and what remains to be done see below.

Damage alleged to have been sustained through fire outside the River Mersey on 27<sup>th</sup> Dec. 1940 voyage Liverpool to Belfast. 2nd Fire whilst in Lion Dock, Liverpool on 29<sup>th</sup> Dec. 1940

Damage damage. Vessel placed in dry dock. Propellers, screw shafts, intermediate thrust bearings placed in lathe examined and refitted in alignment. Bushes examined sea connectors with fastenings examined.

## Damage Repairs.

immediately shafting 7 plummer blocks removed, all remastered. 12 caps renewed.

Thrust shaft cap on bearing renewed.

Main injection valve chest bottom flange repaired.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as 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.G.H.A. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 2,32.

This vessel is in good condition and eligible in my opinion to remain as now classed fresh record B.S. 4,42 when the D.E. boiler safety valves are adjusted. M.S. with date the survey is completed and notation T.S. P. S. seen 8/42.

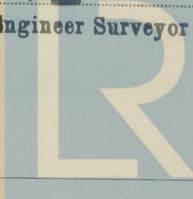
(per Section 29) B.S.  
Mine £ 6 : 0 : 0  
Fees applied for  
age on Repair Fee (if any). Fire £ 10 : 10 : 0  
per Section 29.) W.O.T. £ 8 : 8 : 0  
expenses (if chargeable) £ 6 : 6 : 0

28 Oct. 1942  
Received by me,  
19.

R. B. Green.

Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation  
002151-002156-008214

## T.S.S. "LADY CONNAUGHT"

Stand. turning engine bed plate repaired with a forged clip.

St. water feed pump foot casting renewed.

St. Sanitary pump air vessel renewed.

Pump room. 2 heavy oil free pressure pumps fully repaired. oil free transfer pump. C. I. base renewed, 2 vertical steel pillars renewed. 4½" bore 4 way piece under transfer pump and 4½" sluice valve renewed. Oil filling stations one valves P. & S. renewed, deck flange Pt side piece renewed.

Oil fuel settling tanks opened up cleaned and tested, heating coils cleaned and tested. Filling pipe renewed.

Oil fuel by-pass valve No 3 heater renewed.

" " filling pipe bulkhead gland renewed.

Pneumocution gauges & pipes examined & placed in good order.

Sanitary pump air vessel renewed.

Port circulating pump base pillar & column repaired.

Stand. do do do do.

Port air pump cylinder lug repaired.

Stand. do base repaired.

Stand. Yan engine base repaired. Port Yan engine crank in lathe.

Ballast pump base repaired.

Stand. lube injection valve pipe extension renewed.

Cross connection valves P. & S. circulating pumps Stand. valve spindle fanned.

Aft peak suction pipe repaired.

Funnel bearing plummer blocks 7 No. renewed 12 caps renewed all bearings remetalled.

The main engines are to be repaired by Messrs Harland & Wolff Ltd.

### Fire damage.

Starboard Yan engine removed opened up cleaned examined and adjusted, new exhaust valve fitted, supporting bracket to stock fitted with angle, Yan removed fanned and refitted, shap-fanned, bearings remetalled, casing released & fanned. Air trunk to stockbed bulkhead removed fanned & refitted.

Starboard condenser, induction pipes with expansion joints disconnected & removed for access to shell repairs. Condenser opened up cleaned defective tubes renewed & condenser tested.

Starboard circulating pump opened up cleaned examined and adjusted, white metal in after bearing renewed. suction & discharge pipes removed & refitted. Cooling water service branch reported a number of valves pipes between condensers H.W. feed tank, & a number of pipe connections removed for access & refitted. Floor plates in engine room removed fanned and refitted.

Port of DUBLIN.

Continuation of Report No. 5787 dated 27<sup>th</sup> Oct. 1942, on theT.S.S. "LADY CONNAUGHT"

Engineering door renewed in 2 sections.

Stokehold. Stand. side forced draught casing removed fished &amp; refitted.

N.T. door operating shaft &amp; buckled bracket renewed.

Safety valve casing gear spindle &amp; backhead bracket refitted.

Lighting up oil pump &amp; piping removed and refitted chocks renewed, a number of oil fuel system pipes removed and refitted.

Part M.S.

Vessel placed in dry dock. Propellers, screw shafts, stern bushes, oil glands, sea connections with their fastenings examined.

Intermediate and thrust shafting, pumps and condensers examined condensers tested.

The valves, cocks, pipes and strainers of the pumping arrangement examined.

Main steam pipes examined under a hydrostatic test at 400 lb/sq"

B.S.

Boilers examined internally and externally with mountings.

Safety valves, man hole doors and fastenings.

The safety valves of the forward boiler S.E. were adjusted under steam at 195 lb.

Repairs wear & tear.

Stern bushes white metal renewed. oil glands overhauled.

Port &amp; Stand. Condensers, tubes drawn tested &amp; rejected. Number reduced to 1124. Port condenser 630 tubes renewed.

Feed pumps. Port. stand. shuttle valve refaced, valve rod &amp; valve gear relubricated, piston &amp; pump rods turned neck &amp; gland bushes renewed. piston &amp; bucket rings renewed.

Port-pump. Piston &amp; rings renewed, piston and bucket rods turned neck and gland bushes renewed.

Air pumps. chambers rebored bucket rings renewed. Stand. 1 new rod &amp; nut - 3 guards for head valves 3 sets of group valves renewed.

Port. 1 set of valves.

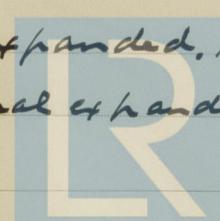
Sanitary pump cylinders bored pistons and rings renewed.

Port-fan engine piston valve renewed.

Port-centrifugal pump engine, valve refaced.

Boilers.

Stand. (double ended) Stand. wing chamber 20 plain + 3 stay tubes renewed ap-tube plate built-up. Stand. centre 20 plain + 3 stay tubes renewed 3 stay nuts renewed. Port centre 20 plain + 3 stay tubes renewed 4 stay nuts renewed. Port-wing tube plate seam caulked, several tubes expanded, one screw stay renewed.

Port. (S.E.). Stand. wing chamber several tubes expanded. 16<sup>th</sup> centre 6 tubes renewed several expanded. Port centre. several expanded.

T.S.S. "Lady CONNAUGHT"

Port wing, 2 stay tubes renewed several expanded, one screw stay renewed forward, S.E. stand. wing channel tube plate top seam caulked 2 stay tubes expanded. Stand. centre 2 tubes renewed several expanded, furnace seam caulked. Port wing several tubes expanded. Mountings. Port-boiler main check valve chest rejointed to shell, circulating valves ditto. Forward boiler 2 check & circulating valves rejointed to shell. Internal feed pipes repaired. Wasted plates on air-end uptakes P. & S. boilers, renewed.

Steaming engine piston rods renewed.

Windlass. P.C. piston rings renewed 16. crosshead braces renewed, piston rods turned neck & gland bushes renewed, cylinder studs renewed.

Fore peak & No 1 hold suction pipes repaired. Two expansion suction pipes renewed.

4" suction pipe fitted 15 ft 2 hold.

Electrical Installation

This has been renewed see M.C. Report.

This vessel has been towed to Messrs Harland & Wolff Ltd., Belfast to have her main engines taken out, new cylinders, & bedplates fitted & the engines rebuilt, refitted in the ship & tested under working conditions.

To complete the B.S. & M.S. surveys.

D.C. Boilers safety valves to be adjusted.

Main engines to be installed after rebuilding and test under working conditions.

Stand. Nair air pump steam cylinder to renew.

Electrical installation to complete & test.

Belfast surveyors informed.

R. B. Lynn



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Lloyd's Register  
Foundation

Mines & fire damage  
Machinery partly examined &  
some repairs effected.  
How complicating this  
Belfast  
submitted action  
be deferred.

Book S<sup>o</sup> 842

699

19/9/42

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