

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

(Received at London Office

FRI. 21 OCT. 1921

Date of writing Report 18<sup>th</sup> October 1921 When handed in at Local Office

10

Port of Dunkirk

No. in  
Reg. Book.

Survey held at Calais

Date, First Survey 13<sup>th</sup> Oct<sup>br</sup> Last Survey 14<sup>th</sup> Oct<sup>br</sup> 1921

(No. of Visits 2)

36736

on the Machinery of the Wood, Iron or Steel &amp;c. "Channel Queen" Master

Tonnage

Gross 7203  
Net 35019

Vessel built at South Shields By whom C. Pennington &amp; Co. When 1921

Registered  
Horse Power

No. of Main Boilers

Engines made at Southampton By whom Day, Summers &amp; Co. When 1921

No. of Donkey Boilers

Steam Pressure—  
in Main Boilers

Boilers, when made (Main)

(Donkey)

Owners Messrs The London &amp; Channel Islands

Port London

Voyage Tyne

in Donkey Boilers

If Surveyed Afloat or in Dry Dock afloat in the Carnot Dock Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

st Report No. Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially 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 names 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? 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?

Do. " Donkey " " "

What was not done, 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?

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 Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed?

If so, state reasons

Has shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If Survey is not complete state what arrangements have been made for its completion and what remains to be done?

This new steamer left the Tyne for Calais on the 10<sup>th</sup> October after her trial trip, engines worked very well for half the voyage, and after this the vacuum in condenser got lower and lower. When she arrived at Calais the engineer found that the condenser was leaking.

At the request of the owners representatives I went on board to ascertain the extent of the damage and to get this repaired to allow the vessel to proceed to the Tyne where permanent repairs will be made.

On examination found that the condenser was bolted to the floors which were to be very strong. The bolts were all very well screwed up. Next the place where the joint of the air pump suction is made with lower part of the condenser, vertical side, a crack was seen extending

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, or E.M.C. 9,11, 140 lb., F.D., &c.)

Fitted to remain as now classed in the Register Book without fresh record of survey, subject to have damage to condenser further examined and repaired or renewed in the Tyne this voyage.

Fee (per Section 28) £ 3. 3. 0

Fees applied for

Damage or Repair Fee (if any) £ : : (per Section 28.)

15<sup>th</sup> Oct. 1921

Working Expenses (if chargeable) £ 1. 4. 0

Received by me, 18<sup>th</sup> Oct. 1921

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 15 NOV. 1921

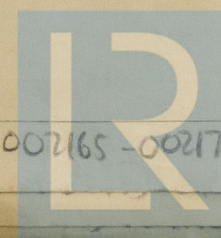
TUE. FEB. 28 1922

Signed

see minute

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for about one foot high. To find the reason of this accident it is necessary to have a look inside the condensers, and it has been arranged to leave this to be done in the Tyne.

To allow the vessel to proceed to that river I have recommended to have an hole drilled at the end of the crack to stop it to enlarge, and to have a small box shored against the condenser and to have this box filled up with portland cement, this was the best which could be done, it was necessary to avoid any holes to be drilled in the casting before further examination of the damage was done in England.

After this has been carried out I have written for the owners a certificate of which the following is a copy:

Port of Dunkerque 14<sup>th</sup> October 1921

This is to Certify that

I, the undersigned F. C. Morel Surveyor to this society did, at the request of the owners' representatives, held a survey on board the new steel screw steamer "Channel Queen", 710 tons gross, of London, in consequence of damage sustained by her in the main engines condenser.

On examination on board said vessel afloat in Calais harbour, found a crack into the condenser casting near to the joint of the air pump suction with said casting.

Recommended to have a provisional repair made at once to this condenser.

This has now been carried out satisfactorily under my supervision, and I am of opinion that this vessel can safely proceed to the Tyne where further examination ought to be done, and necessary permanent repairs should be then carried out to the Lloyd's Register of Shipping's approval.

F. C. Morel  
Surveyor.

The vessel sailed from Calais for the Tyne on the 15<sup>th</sup> October 1921.

F. C. M.

Rpt. 4.

Date of writing Report

No. in Survey  
Reg. Book.

36736 on the

Master

Engines made at

Boilers made at

Registered Horse

Nom. Horse Power

ENGINES, &c.

Dia. of Cylinders

Is the screw shaft

in the propeller b

between the bearing

liners are fitted, is

Dia. of Tunnel shaft

collars D

No. of Feed pumps

No. of Bilge pumps

No. of Donkey Engi

In Engine Room

No. of Bilge Injections

Are all the bilge suction

Are all connections u

Are they fixed sufficien

Are they each fitted w

What pipes are carr

Are all Pipes, Cocks,

Are the Bilge Suction

Is the Screw Shaft

OILERS, &c.

Total Heating Surf

Working Pressure

Can each boiler be w

ach boiler Double

Smallest distance betwe

Thickness Ra

mg. seams

Per centages of strengt

Size of compensating r

Length of plain part

Working pressure of fu

Pitch of stays to ditto

Material of stays

Material Th

Area at smallest par

Thickness Mater

Diameter of tubes

Pitch across wide

Thickness of girder at

Working pressure by

Diameter

Pitch of rivets

PERHEATE

Rate of Test

Diameter of Safety Val



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