

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

(Received at London Office

of writing Report. 28th December 1948. When handed in at Local Office 28th Dec. 1948. Port of MIDDLESBROUGH.
 in Survey held at MIDDLESBROUGH. Date. First Survey 6th Aug. Last Survey 6th Dec. 1948.
 on the Machinery of the Wood, Iron or Steel s.s. "FITZROY". (No. of Visits 27)

Gross 770 Vessel built at Leith By whom H. Robb Ltd. Year. Month.
 Net 392 Engines made at Coatbridge By whom W. Beardmore & Co. Ltd. When 1931 9
 Main Boilers 2 SB Boilers, when made (Main) 1931 (Donkey)
 Owners Falklands Islands Co. Ltd. Owners' Address
 Managers (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Smith's Dock & Dents Wharf. Port London Voyage

Port No. Port

Years of Examination and Repairs (if any)

L.M.C. Oil Fuel Conversion, TS. (C.L.) Docking.
 Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, all 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Special 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 "

for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

date of internal examination of each boiler Port & Stbd. 3.9.48.

Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 185 lbs per sq. in.

Surveyor examine the Safety Valves of the Donkey Boilers?

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? none fitted

, and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers?

Shaft now been drawn and examined? Yes

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? Yes

If so, state reasons

shaft condemned.

Has the shaft now fitted been previously used? No

Has it a continuous liner? Yes

Oil retaining appliance fitted at the after end? No

State date of examination of Screw Shaft 4.10.48

State the wear down in the

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? See

Electrical Report.

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.

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

Propeller, see connections and all outside fastenings examined and found in good order.

Tailshaft withdrawn and found badly wasted at after end of bronze liner. considered unfit for further service and condemned.

tailshaft tried for fit without and with key on propeller.

key wedged on and secured.

shaft rewooded.

tailshaft (stamped 7092 C.P. 20.9.48) now placed on board as spare (copy certificate attached).

H.P., M.P. and L.P. cylinders, valve chests, valves, pistons, rods, crankshaft.

Observations, Opinion, and Recommendation:

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 or LMC 140 lb., FD, &c.)

Machinery of this vessel, as now seen is in good condition and eligible in our opinion to be now classed with fresh record of LMC 12.48, and notation TS.N. (C.L.) 10.48. The record for burning oil fuel 12.48 (F.P. above 150°F) is recommended. It is submitted that the condition with regard to the propeller may now be removed from the S.R. List.

Section 29) L.M.C. £16 : 0 : 0 Fees applied for
 TS.N. (C.L.) 2 : 0 : 0 29.12.1948
 or Repair Fee (if any) £ 9 : 9 : 0 Received by me,
 Section 29.) £ 5 : 5 : 0
 Conversions (if chargeable) £ 10 : 10 : 0

Minute

21 JAN 1949

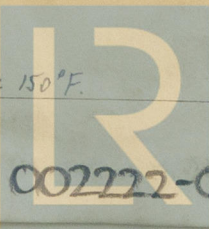
+ LMC 12.48

SN 10.48

Fitted for oil fuel 12.48 FP above 150°F.

E. Hawley & H.W. Thomas
 Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.



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Port of MIDDLESBROUGH.

Continuation of Report No. 18655. dated 28th December, 1948. on the

S.S. "FITZROY" (Machinery)L.M.C. (continued).

intermediate shafting, together with all bearings, attached, air, circulating, feed and bilge pumps. Independent ballast, feed, and general service pumps and steam side of 6 K.W. dynamo, windlass and steering engines, main steam pipes examined and tested as per Rule. Pumping arrangements in holds and machinery spaces tried out and found satisfactory. Port and starboard boilers examined in their entirety. The safety valves adjusted under steam as above.

Repairs.

All main engine main bearings re-metalled and new chocks fitted to engine seatings. H.P. and L.P. cylinders bored out.

New pistons fitted. I.P. piston rod skimmed, way shaft rebbed and adjusted.

New M.P. valves complete fitted.

Propeller faired and re-pitched.

Main condenser re-tubed.

Air pump valve seats skimmed and new valves fitted and studs renewed.

General service pump steam and water cylinders bored out, new piston and bucket fitted.

Oil Fuel Conversion.

Main boilers connected for burning oil fuel. All fittings and appliances are fitted to Rule requirements and are in accordance with the approved plans and Secretary's letters. The funnel damper removed.

Lead bilge pipes removed and replaced in steel.

The oil fuel burning appliances have been examined under working conditions and found satisfactory.

The steam smothering apparatus and "extended spindle" valves operated and found in good order.

The record fitted for burning oil fuel, 12.48 (F.P. above 150°F) is recommended.

Alterations Lengthening of Vessel etc.

The vessel lengthened in accordance with approved plans and Secretary's letters.

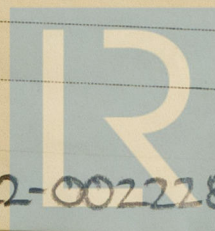
All double bottom suctions tested and found satisfactory.

A new 10 K.W. Sunderland forge steam generator (Eng.No.40147 Dyn.No.40148)

complete now fitted and the existing aft. generator (Petters diesel) removed ashore.

Seating and piping altered accordingly to suit new machine.

E.H.



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