

Rpt. 9 /R. 31 JUL 1957 NEWCASTLE-ON-TYNE
Date of writing report 8-7-57 Received London Port No. 114514
Survey held at South Shields No. of visits 26 First date 24-1-57 Last date 4-7-57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 53100 S.S. "BARON HERRIES" Gross tons 4574 Date of build 1940 - 2
Owners Kelvin Shipping Co., Ltd. Managers H. Hogarth & Sons Ltd. Port of Registry Ardrossan
Engines made 1940 By D. Rowan & Co., Ltd. Type Triple Expansion
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers 2 S.B. W.P. 220Lbs. Hull B.S.* Machinery M.B.S.* 1.56
No. of ~~W.P.~~/Donkey Boilers W.P. Readhead's
Surveyed Afloat ~~in~~ in Dry Dock LMC O.F. Conn.
Nature of Survey
Was Damage Report issued? Int. Cert.? Yes
Last Report (For Head Office only)

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Now Close Oil Glands - Sea Connections Good
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 7-6-57 Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined/Is a continuous liner? Yes (New) Approved oil gland? -
MAIN ENGINES (Recip. Steam ~~1000~~) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods All Good
2 Valves & Gears All Good
3 Connecting Rods, Top Ends & Guides All Good
4 Crankpins & Bearings All Good
5 Journals & Bearings All Good
~~MAIN ENGINE DRIVEN COMPRESSORS~~
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
~~MAIN ENGINE DRIVEN SERVICE PUMPS~~
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 ~~SAFETY DEVICES~~
17 ~~SUPERHEATED STEAM~~
18 Casings, Rotors, Blading, Bearings & Thrusts
19 ~~EXHAUST STEAM TURBINES WITH EXHAUST ENGINES~~
20 ~~TURBOCOMPRESSORS~~
21 ~~TRUETHES & HYDRAULIC COUPLINGS~~
22 ~~REDUCTION GEARINGS~~
23 THRUST BLOCKS, SHAFTS & BEARINGS Good
24 INTERMEDIATE SHAFTS & BEARINGS Good
25 HOLDING DOWN BOLTS & CHOCKS Good
26 CONDENSERS (MAIN & AUX.) Both Tested and Good
27 ~~STEAM TRAP~~
28 ~~STEAM TRAP~~
29 STOP & MANOEUVRING VALVES Good
30 MAIN ENGINE DRIVEN PUMPS Good
31 ~~STEAM TRAP~~
Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel, so far as now seen, is in an efficient conditions and eligible in my opinion to remain as now classed with fresh record Engine Survey 7.57, Main Boiler Survey 7.57, Steam pipe Survey 7.57, Tailshaft Survey (CL) 6.57, Fitted for Oil Fuel 7.57, Flash Point above 150°F and Fitted for Superheated Steam (580°F) 7.57

Date of Committee FRIDAY 23 AUG 1957
Decision E 7.57
T 56.57 MBS 7.57 SP 57.57
30m. 6.55. T. (MADE AND PRINTED IN ENGLAND.)
J. W. WALKER V. H. LARSEN
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation
001592-001601-0286 1/2

CERTIFICATE WRITTEN.

32 Essential Independent Pumps (Identify by position) G.S. Pump, Good 2 Feed Pumps Good, Ballast Pump, Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators Good

44 Steering Machinery Good

43 Have Evaporator Safety Valves been tested under steam? Yes, 14Lbs.Sq."

45 Windlass Good

46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position)

Inboard and Outboard Generator Engines Both Good.

ELECTRICAL EQUIPMENT	
PROPULSION	STARBOARD
Generators	Generators & Governors Both Good
Exciters	
Air Coolers	
Motors	Motors Good
Air Coolers	
Control Gear, Cables, etc.	Switchboards & Fittings Good
Insulation Resistance	Circuit Breakers Good
Insulating Oil Test	Cables Good
Overspeed Governors	Insulation Resistance Good
Magnetic Couplings	Steering Gear Generators and Motors
Air Gap	Navigation Light Indicators Good

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port and Starboard Boilers 12-6-57

AUXILIARY, DONKEY or PRESS

Both Good

Superheaters Now Fitted

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 220Lbs.Sq."

Spt. 225Lbs.Sq."

Boiler Securing Arrangements Good

Were Oil-Burning System & Remote Controls examined working in accordance with Rules? Yes

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Steel (Tested) Good

Auxiliary (over 3 in. bore) Good

Were Copper Pipes annealed? -

Have Saturated Pipes in cylindrical boiler smoke boxes been tested? -

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Tailshaft liner found very thin new liner now fitted.

Shaft examined without liner and after fitting liner and found satisfactory. Attached pumps; Renewed rams.

Ballast Pump; Renewed buckets and liners.

Outboard Feed Pump; Renewed bucket and liner.

Main Condenser; Renewed water box division bar.

Circulating Pump; Renewed impeller shaft.

Port and Starboard Boilers; All plain and stay tubes renewed.

Port Boiler renewed 3 bridle stays.

Starboard Boiler, renewed 2 bridle stays.

Boilers afterwards tested under hydraulic pressure and found satisfactory.

OIL FUEL CONVERSION:-

Now carried out in accordance with the Society's Rules, Approved Plans and the Secretary's Letters.

All furnace fronts modified for oil burning equipment.

Continued on page 3.....

Survey fees E.S. £22 - 0 - 0

M.B.S. £18 - 0 - 0

T.S. £5 - 0 - 0

Elect. S. Survey £10 - 0 - 0

O.F. CONN. £25 - 0 - 0

Spht. Conn. £10 - 0 - 0

Repair Fee. £15 - 0 - 0

Date when A/c rendered 30 JUL 1957

Rpt. 9a

Port of

NEWCASTLE-ON-TYNE.

Continuation of Report No. 114514 dated

on the

S.S. "BARON HERRIES"

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OIL FUEL CONVERSION:- (Continued).

Duplex Oil Burning unit installed in Boiler Room (Forward Centre). Certificate attached.

Oil Fuel Transfer Pump installed in Boiler Room (Forward Port). Certificate attached.

An observation tank suitably lighted has been fitted in Engine Room (Port).

Hand lighting-up set supplied.

Steam valves to oil fuel unit, transfer pump, and steam smothering fitted with extended spindles to casing top.

Bunker and settling tanks fitted with "instantan" valves operated from casing top.

Hot oil discharges to each boiler controlled by quick closing valve.

Oil Fuel discharge lines tested to 450Lbs.Sq."

Oil fuel filling lines tested to 80Lbs.Sq."

Funnel damper removed.

Oil water separator (Certificate attached) installed in port 'tween deck, accessible from Engine Room.

Drip trays fitted to Boiler Room platform below each burner.

Fire Extinguisher Equipment:- 1 - 10 gall. and 4 - 2 gall foam extinguishers in Boiler Room, 4 - 2 gall foam in Engine Room, and 1 quart tetrachloride extinguisher at Switch Board.

Fire main supplied by the ballast and general service pumps and attached main engine pump. 2 hydrants 1 port and 1 starboard with 30ft canvas hose and spray-jet nozzles in Engine Room.

2 - sand bin 12 cu.ft. capacity in boiler room.

Steam smothering pipes below pumps and furnace fronts.

A diesel driven pump, installed in steering flat, with sea suction operated by extended spindle.

CONVERSION TO SUPERHEATED STEAM:-

Carried out in accordance with the Society's Rules and Approved Plans and Secretary's Letters.

All new steam pipes examined and hydraulically tested 450Lbs.Sq."

All cast iron valves and fittings removed, and replaced with cast steel valves and fittings all tested to 550Lbs.Sq."

The HP cylinder liner renewed, with modifications for mechanical lubrication.

HP piston rod skimmed and modified stuffing box fitted.

Certificates attached.

On completion of all conversions and repairs, the boilers were examined under steam and Accumulation tests carried out with satisfactory results.

REVISED DATA FOR REGISTER BOOK:-

Total Heating Surface of Boilers = 3740 Sq.Ft.

Total Heating Surface of Superheaters = 1620 Sq.Ft.

Total Heating Surface for Register Book = 5360 Sq.Ft.

I.H.P. as per Superintendent = 1500

MN = 270



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