

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

(Received at London Office)

23 DEC 1949

5 DEC 1949

LIVERPOOL

Date of writing Report.....19..... When handed in at Local Office.....19.....

Port of

Liverpool.

Date. First Survey

9/9/49

Last Survey

23/11/49

No. in Reg. Book.

10161 on the Machinery of the ~~Wood, Iron or Steel~~ S-S. FRINTON.

Tonnage { Gross 7057
Net 4991
Nominal 520
Horse Power 2
No. of Main Boilers 2
No. of Aux. Boilers 1
Steam Pressure in Main Boilers 220
in Aux. Boilers 220

Vessel built at Port Glasgow. By whom Lithgows Ltd.

When 1942 5

Engines made at Greenock.

By whom J.G. Kincaid & Co. Ltd.

When 1942

Boilers, when made (Main) 1942

(Donkey) Aux. 1942

Owners Frinton Shipping Co. Ltd.

Owners' Address

Managers Countess Ship Management Co. Ltd.

(If not already recorded in Appendix to Register Book.) Port Greenock. Voyage

If Surveyed Afloat or in Dry Dock Langton D.D. and

(State name of Dock.)

Alexandra.

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

CHARACTER.	Yard	Machinery and Boiler
* for Special Survey.	united	Surveys
Date of last Survey and of Periodical Surveys.	now	(including date of N.E., if any)
	expired	
*100A1 with Fbd.		*LMC 12,46.
2,49.		BS 6,48.
Examined 6,48.		TS CL 2,49.
Cargo battens		
not fitted.		

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage, Donkey, T.S. + LMC, and Oil fuel conversion in 3A.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In 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 yes, not required.

Was a damage report made by anyone else? If so, by whom? yes Underwriters Surveyors.

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

" " Donkey " " " yes

If not, 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?

State latest date of internal examination of each boiler Aux (centre) 7-10-49 Port & Stern 13-10-49 Present condition of funnel (N) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? yes.

Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers? yes.

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? yes.

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? yes.

Has shaft now been changed? No If so, state reasons. Has the shaft now fitted been previously used? yes Has it a continuous liner? yes.

Is an approved oil retaining appliance fitted at the after end? yes State date of examination of Screw Shaft 25-10-49. State the wear down in the stern bush 6.5 in. Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

For damage stated to have been caused through grounding off Borkum, on the 7th Aug 1949, the following has been examined: Main engine cylinders, covers, pistons and valves, rods, crankshaft, lifted and all bearings examined, thrust and intermediate shafting and their bearings, all holding down bolts, main condenser (tested), main circulating pump, all seawater valves.

Also done for L.M.C. including the above items

Donkey & T.S. :- Vessel placed in drydock, propeller, screwshaft, stern bush and outside fastenings of sea connections examined found or placed in a satisfactory condition. M.S. :- Examined all M.E. driven independent pump, all independent pumps and board & unboard dynamos, feed heater, evaporator, Aux condenser (tested), steering engine, winchlass, and pumping arrangements.

BS. :- Port, Aux (centre) and Starboard Boilers examined internally and externally together with their mountings, manholes, doors and fastenings, the Aux (centre) etc.

General Observations, Opinion, and Recommendation:— This Vessel's Machinery when now seen

(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, ES 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

is eligible in our opinion to remain as now classed with fresh records of T.S. 10-49 now and +LMC 11-49 now, and without conditions regarding No 1 starboard bilge pipe and starboard boiler port wing C.C. rivet.

Note all Bessemer steel aux. steam pipes examined and tested to Rule Requirements.

Survey Fee (per Section 29).....	£ 32 : 0 : 0	Fees applied for
FO conversion	21 0 0	116 DEC 1949
Special Damage or Repair Fee (if any) (per Section 29.)	£ 21 : 0 : 0	Received by me,
Travelling expenses (if chargeable) 10/10	10 10 0	19
Examination Equipment Security	£ 3 : 3 : 0	
Committee's Minute	£ 5 : 0 : 0	

Assigned +LMC 11-49 without special conditions. T.S. 10.49.

CERTIFICATE WRITTEN.

H. Lloyd Inwar. A. to affairs
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

B.S. Cond. :- boiler hydrostatically tested to 230 lbs/sq. in, all found in good condition, afterwards all boilers examined under steam and their safety valves adjusted as above, also F.O. burning and fire extinguishing arrangements tested and examined.

Fuel oil Conversion

All boilers converted to fuel oil burning, plans checked, work carried out accordingly, all equipment tested and examined to rule requirements.

Damage Repairs

All crankshaft main bearing lower halves renewed, H.P. and L.P. bottom end bearings renewed, crank, thrust and intermediate shafting lined up, all main engine bedplate checks renewed, all new coupling bolts fitted to T.S. coupling, main circulating impeller shaft and sealing rings renewed.

T.S. Repairs (Main & Tern)

The spare new cast impeller fitted and stern bush renewed. (Old C.I. propeller shipped as spare).

M.S. Repairs (Main & Tern)

M.E. main air pump chamber bored and, new ring fitted to plunger, gland and neck rings renewed.

For M.E. main secondary pump ram. spanned up, new gland and neck rings, Aft bilge pump ram renewed.

General service pump water and liners renewed.

In board dynamo valve chamber and cylinder bored and new piston valve and piston fitted.

Steering engine control valve chamber bored and, new cage liner and valve fitted.

Whirlclass tops and pins and bushes renewed.

B.S. Repairs (Main & Tern)

2 plain tubes renewed in both Port & Star boiler, various tubes expanded and stayed caulking of seams.

14 plain tubes renewed in Aux (Centre) boiler.

Repairs to Various other minor defects carried out.

S.R.L. :- all bessemer Aux steam pipes examined and tested to Rule Requirements and found satisfactory.

Nº 1 staked bilge pipe renewed this time.

Star boiler port wing C.C. rivet examined found satisfactory.

Recommend the above items on the S.R.L. may now be deleted from the Special Revisions head.

NOTE All main steam pipes (Bessemer Steel) examined & tested see Sidney Repd Nº 22064 Successful main engine and steering engine steam trials carried out in Basin.

Electrical Equipment: Installation examined & tested under working conditions.

Generator, switchboard, fuses, cables etc examined. Insulation test carried out. All found in good order.

Repairs, Generator cleaned & overhauled, wiring & fittings throughout renewed & overhauled, several circuits revised. Low insulation faults located & removed.

Notes: Letter for O.F. 11.11.49 F.P. 11.11.49

Without special conditions

Self reference to "Bessemer" steel

Steam trials from S.R.L.

14/11/50

14/11/50

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0 0 15
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0 0 15

11.11.49 F.P. 11.11.49