

RETAIN

WRECK SECTION

Rpt. 9

Date of writing report 14th October 1959

Received London

Port COLOMBO.

No. 4495

Survey held at COLOMBO.

No. of visits FOUR

First date 4th Sept. '59

Last date 16th Sept. 1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.R. 09746 Name "ELSTEAD" Gross tons 7060 Date of build 4-1943

Owner J.A. Billmeir & Co. Ltd. Managers - Port of Registry LONDON.

Engines made Hpl. By Cen. Mar. Eng. Wks. Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 3 SB W.P. 220lb Spt.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat.

Name of Survey DAMAGE SURVEY.

Was Damage Report Issued? Yes Int. Cert.? Yes

Dist Report (For Head Office Only) 2770 ADEN

Table with 2 columns: Hull and Machinery. Hull: +100A1 with freeboard, Dkg. 11/57, SS 4/55. Machinery: +LMC ES 4/55, MBS 10/57, CLTS 3/55, Steam pipes 4/55.

The condition of each 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...

- DOCKING Propellers, Wear Down of Stern Bushes, Oil Glands, Sea Connections, Fastenings, Has Screwshaft Tubeshaft been drawn?, Date of Examination, Has Shaft been changed?, Has shaft now fitted with propellers used?, Has Shaft now examined/fitted a continuous liner?, Approved oil gland? MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD 1 Cyls., Covers, Pistons & Rods, 2 Valves & Gears, 3 Connecting Rods, Top Ends & Guides, 4 Crankpins & Bearings, 5 Journals & Bearings, MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, SCAVENGE BLOWERS, SUPERCHARGERS, MAIN TURBINES, STEAM TURBINES (WITH RECIP. ENGINES), STEAM COMPRESSORS, CLUTCHES & HYDRAULIC COUPLINGS, REDUCTION GEARING, THRUST BEGGS, SHAFTS & BEARINGS, INTERMEDIATE SHAFTS & BEARINGS, HOLDING DOWN BOLTS & CHOCKS, CONDENSERS (MAIN & AUX.), STEAM RE-HEATERS, DE-SUPERHEATERS, STOP & MANOEUVRING VALVES, MAIN ENGINE DRIVEN PUMPS, CRANKCASE DOORS & EXPLOSION RELIEF DEVICES, Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen, is in good condition, eligible in my opinion to remain as classed without fresh record of survey, subject to the upper and lower oil fuel heaters being re-tubed with tested material before the end of December 1959, and to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee TUESDAY 10 NOV 1959 Decision Noted

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- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers      36 Lub. Oil Coolers      37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main      40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators      43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery      45 Windlass      46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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

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

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to	
Sat.	
Spt.	
Boiler Securing Arrangements	
Main Economisers	Exhaust Gas Heated Economisers
Steam Heated Steam Generators	Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in. bore)
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)

Attended on board on account of damage and repairs to the upper and lower oil fuel heaters and boiler casings.

The vessel's Master stated that on the 18th August 1959, the upper and lower oil fuel heaters were found choked and the oil fuel could not be pumped through. The heaters were partially cleaned by the ship's staff and the vessel proceeded to this port at reduced speed for repairs, arriving in the Roads at noon on the 27th August 1959.

The starboard boiler was shut down on arrival and at 1600 hours on the same day the air casing and smoke box doors of the centre boiler went on fire. The boiler was shut down and the fire extinguished by the ship's staff. At 2330 hours on the same day the uptake of the port boiler went on fire, the fire spreading to the centre and starboard boilers. In view of the apparent oil contamination of the boiler uptakes the vessel's Chief Engineer decided that the continued use of the boilers with faulty oil fuel heaters would be unsafe and the fire was accordingly extinguished and all machinery closed down.

The Port Authorities refused to bring the vessel into port without the use of the main engines and arrangements were made through the Owners Agents to engage the services of boiler cleaners willing

Survey fee	Rs. 360.00
Damage fee	...
Expenses...	Rs. 18.00
Date when A/c rendered.	14th October 1959.

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 6/11/59  
 N.A. Dawson  
 Surveyor to Lloyd's Register of Shipping  
 Colombo

work outside the harbour, under the extremely difficult conditions prevailing during the present Monsoon period.

The work was put in hand cleaning the boiler uptakes and removing the tube nest of the lower oil fuel heater ashore for repairs. On the 4th September 1959 the oil fuel heater arrived in the repairers works and upon examination the tubes were found completely choked with a rock like deposit which resisted chemical cleaning and also removal by drilling. It was recommended that the heater be completely retubed but as no tested tubing could be obtained the heater was retubed with locally obtained solid drawn hydraulic tubes. On completion of repairs the heater was tested to 150 P.S.I. with satisfactory results, returned on board the vessel and refitted. On completion of the boiler cleaning to the satisfaction of the vessel's Chief Engineer, steam was raised on one boiler by use of a connection from a diesel fuel header tank to the oil burning equipment and the vessel brought into port.

The upper oil fuel heater was examined, found in a similar state to the lower heater and also retubed with solid drawn hydraulic tubing obtained locally. On completion of repairs the heater was tested to 150 P.S.I. with satisfactory results and refitted in the vessel.

The uptakes of all three boilers were examined and appeared to have been heavily contaminated with unburnt oil fuel prior to the cleaning now carried out and the centre boiler air heater access door together with the Port and Starboard smoke box doors were found to be slightly distorted.

Repairs to the air heater and smoke box doors have now been carried out by fairing in place and rejoining with asbestos packing.

The vessel's Master stated that the vessel is proceeding to Japan for breaking up and the foregoing repairs were carried out at this time to enable the vessel to proceed on her voyage for this purpose.

RECOMMENDED

That the upper and lower oil fuel heaters be re-tubed with tested material before the end of December 1959.

In the meantime repairs now carried out considered efficient.

SUMMARY OF DEFECTS AND REPAIRS

FOUND	REPAIRS CARRIED OUT
Tubes of upper and lower oil fuel heaters completely choked.	Retubed with solid drawn hydraulic tubing.
Centre boiler air heater access door slightly distorted.	Faired and rejoined.
Port and Starboard smoke box doors of the centre boiler distorted.	Faired and rejoined.

N.A. Dawson  
 (N.A. DAWSON)  
 SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

