

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

(Received at London Office

TUE MAY 8 1923

Date of writing Report

19

When handed in at Local Office

4/5/23

Port of

NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Wallsend Date, First Survey 5 April Last Survey 30 April 1923

(No. of Visits)

72936 on the Machinery of the Wood, Iron or Steel SEA SHAHISTANTonnage { Gross 4552
Net 2844Vessel built at W. HarlepoolBy whom W. Gray & Co. Ltd.When 1911-11Registered Horse Power 616Engines made at W. HarlepoolBy whom Ben. Mar. Eng. WorksWhen 1911No. of Main Boilers 3Boilers, when made (Main) 1911(Donkey) ☒No. of Donkey Boilers ☒Owners (J. B. Shick & Co. Ltd. Mgrs.)Port Swansea

Voyage

Steam Pressure in Main Boilers 180If Surveyed Afloat or in Dry Dock Wallsend Slipway, G. D. Ryder

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

in Donkey Boilers ☒

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S. & C.M. & D.F.

(Periodical Surveys, when held, must be reported in detail and verbatim 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? ☒ 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? Yes

Do. " Donkey " " " None

If this was not done, state for what reasons? ☒

And what parts of the Boilers could not be thus thoroughly examined? ☒

Also 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒

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

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? Yes

, and of the Donkey Boiler? ☒

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

bolts

, and of the Donkey Boiler? ☒

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

, and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? ☒

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

Has shaft now been changed? ☒ If so, state reasons ☒

Is the shaft now fitted new? ☒

Has it a continuous liner ☒

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

Vessel in Dry Dock. Propeller and outside fastenings, the three main boilers, their mountings, doors, drain bolts and fastenings examined. The safety valves adjusted under steam.

The Auxiliary Steam pipe on Port Boiler (J.D. Copper) repaired with a new flange and tested by hydraulic pressure to 360 lbs. The Forward Boiler shell on Starboard side where welded at the flanging was leaking. The weld was V-ee'd out and repaired by Electric welding. Several minor leaks in the back end plate were repaired by welding.

An oil-fuel burning installation has now been fitted on the Wallsend system. Two heaters with their pumps, air vessels, filters and an oil fuel transfer pump together with two settling tanks have been efficiently installed in the Storehold. The settling tanks, pressure and suction lines were constructed & fitted in accordance with the approved plans and have been submitted to the hydraulic tests prescribed by the rules. The heating coils of the settling tanks, the steam to the Heater-units and to the Transfer Pump are controlled by a valve operated from outside.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as 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, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

is now in good order, and is eligible, in my opinion, to remain as classed with records of B.S. 4, 23 and FITTED FOR OIL FUEL F.P. ABOVE 150° F. 23.

Survey Fee (per Section 28) £ 4 - -

Fees applied for

Special Damage or Repair Fee (if any) (per Section 28.) £ 5 5 0

Travelling Expenses (if chargeable) ☒

Received by me

Committee's Minute

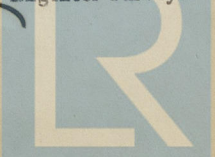
TUE. 15 MAY. 1923

Assigned

B.S. 4, 23
Fitted for oil fuel 4, 23 &c

R. Lee Amess

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

002825-002829-0083

B.L. due 8.20 now held & an
installation for burning oil fuel
fitted.

It is submitted that
this vessel is eligible for
THE RECORD. BS 4. 23.
Fitted for oil fuel 4. 23.
F.P. above 150° F.

W.D.
15/5/23

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

S.S. SHAH RISTAN.

from
outside the casing, on deck. An efficient steam fire extinguishing line has been
extended below the three main boilers and sand boxes with water hose connections
are fitted. There are no funnel dampers.

The system was tried out under working conditions and found satisfactory.
The remaining requirements of Section 35 of the 1922-3 Rules have been complied with.

R. Lee Ames.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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