

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

18 DEC 1933

(Received at London Office)

Date of writing Report Dec 15 1933. When handed in at Local Office Dec 15 1933 Port of LONDON
in Survey held at LONDON Date, First Survey 27 July Last Survey 30 November 1933
(No. of Visits 31)

162 on the Machinery of the ~~Wood, Iron or Steel~~ TW S S FORDSDALE
Gross 9949 Vessel built at Sydney N.S.W. By whom Commonwealth Dryd. When 1924-3.
Net 5647 Engines made at Sydney N.S.W. By whom Commonwealth Dryd. When 1924.
Principal Power 1205 Boilers, when made (Main) 1924 (Donkey) -
Main Boilers 6 Owners Shaw Savill & Albion L^{td} Owners' Address -
Managers - (if not already recorded in Appendix to Register Book.)
Port London Voyage New Zealand
If Surveyed Afloat or in Dry Dock Royal Albert Dry Dock
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned or now expired. Machinery and Boiler Surveys (including date of N.B., if any).

st Report No. - Port -
Particulars of Examination and Repairs (if any) FITTING SUPERHEATERS, BS.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 details 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.

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.

Has 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.

Did he do so in Donkey Boilers? -

Where this was not done, 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? -

What is the latest date of internal examination of each boiler? Remainder 21-11-33

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 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 Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the shaft now been changed? No If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 21-11-33 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 3/8"

Engine parts, when referred to by numbers, should be counted from forward.

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

Vessel placed in Dry Dock. Both screw shafts drawn in, Propellers, stern tubes, screw shafts, sea connections and their fastenings examined, Starboard stern tube rewooded.

Combustion chamber type superheaters fitted to three furnaces of each of the three forward and the Port and Starboard after boilers.

All steam pipes carrying superheated steam above 225°F. renewed in solid drawn steel and hydraulically tested to 660 lbs.

Thermostatic control and de-superheater fitted to auxiliary superheated steam pipe range P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition and eligible in my opinion to remain as at present classed with fresh record of BS 11.33. Note screw shafts seen 11.33 C.

Note for RB HP cylinders 24 1/2" DIA.

Survey Fee (per Section 29) £ 7 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : 0

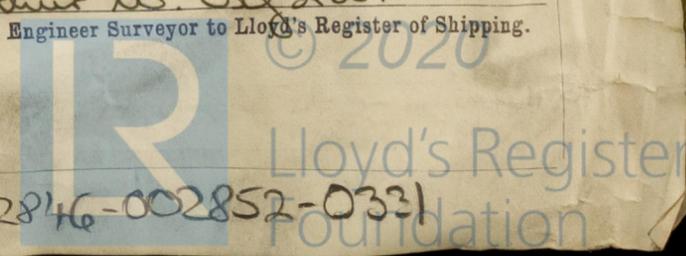
Travelling expenses (if chargeable) £ : : :

Committee's Minute FRI. 29 DEC 1933

Assigned BS 11.33

Fees applied for 18 DEC 1933
Received by me 18/11/34

Charles W. Hunter
Arthur W. Oxford
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

002846-002852-0331

All valves and fittings subject to super-heated steam replaced by cast steel hydraulically tested to 660 lbs.

Port and Starboard HP cylinders replaced by "LENTZ" type cylinders of 24½ diameter.

HP pistons fitted with new cast iron junk rings and piston rings.

Port & Starboard M.P.² piston rods stummed up and new necks and gland bushes fitted.

Two cascade and cartridge type filters fitted.

Suitable arrangements made for change over to run on saturated steam.

Main and auxiliary engines tried under steam and all found in order.

The boilers, their doors, mountings and fastenings examined throughout, examined under steam and their safety valves adjusted as over.

Starboard propeller. One damaged blade replaced by spare and one dressed up.

Two 3½" bilge suction fitted to new cofferdam.

Suitable arrangements made for blanking off bilge suction when oil is carried in deep tank and connections made to oil transfer line.

New heating coils fitted in No. 1 Double bottom tank and new deep tank, exhausts connected to existing leads to observation tank.

Heating coils tested to 300 lbs. after fitting in place and found satisfactory.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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