

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

(Received at London Office

27 DEC 1951

Date of writing Report.....19..... When handed in at Local Office.....14 DEC 1951..... Port of NEWCASTLE-on-TYNE

No. in Survey held at Jarrow-on-Tyne Date. First Survey 8<sup>th</sup> Nov. Last Survey 8<sup>th</sup> Dec 1951  
Reg. Book. 02057 on the Machinery of the Wood, Iron or Steel S.S. "ASSIMINA K" (No. of Vints. 15)

Tonnage { Gross 7142 Vessel built at Soul. P. O. By whom Marine Industries Limited When 1943 Month 6  
Net 4241 Engines made at Montreal By whom Dominion Engineering Works When 1943  
Horse Power 2500 IHP Boilers, when made (Main) 1943 (Donkey) ✓  
No. of Main Boilers 3SB(sp) Owners Megantic Freighters Ltd Owners' Address ✓  
No. of Donkey Boilers ✓ Managers J. P. Hadoulis. Limited Port London Voyage ✓  
Steam Pressure 220 lb If Surveyed Afloat or in Dry Dock Both  
in Main Boilers 220 lb (State name of Dock.) Mercantile Dry Docks Ltd.  
in Donkey Boilers ✓

Last Report No. Port Owner's attention.

Particulars of Examination and Repairs (if any) Docking. TS. Bl.S. AS. OF Conversion BS \* MBS\* 9.48  
(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 ✓

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

" " Donkey " " " ✓

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 Port 23-11-51 Stand. & Centre 28-11-51 Present condition of funnel Efficient.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 Boilers? ✓

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

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? No

Has 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 oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 21-11-51 State the wear down in the stern bush Running Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

Now done for docking and TS.

Vessel placed in drydock. Examined propeller, aft end of sternbush, tailshaft (drawn in) sternbush and outside fastenings of sea connections all being found or now placed in good order.

Now done for Bl.S.

The three scotch boilers were examined internally and externally together with doors and fastenings, mountings and safety valves and their superheaters as far as practicable all being found or now placed in good order.

The safety valves were afterwards adjusted under steam to 220 lbs per square inch.

Now done for Annual Survey.

The main and auxiliary machinery including the steering engine and windlass were examined under working conditions and were found and were stated to be in good working order. see Sheet N° 2.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as now classed with fresh records of TS 11.51 Bl.S 12.51 A.S. 12.51 and to have the notation "Fitted for oil fuel 12.51 (F.P. above 150°F)" made in the Register Book.

Survey Fee (per Section 29) TS 3 : 0 : 0  
Bl.S. 13 : 0 : 0  
OF Conversion 30 : 0 : 0  
Special Damage or Repair Fee (if any) £ 4 : 0 : 0  
(per Section 29.)

Travelling expenses (if chargeable) £

Committee's Minute TUES. 22 JAN 1952

Assigned Bl.S. 12.51  
S. 11.51

Fitted for oil fuel 12.51.

Fees applied for 24 DEC 1951

Received by me, S. N. Blayton

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002891-002896-00951/2



Sheet N° 2.

s.s. "ASSIMINA K" **B.C. CLASS**Now done for Owners Alterations.

The Owners have now fitted an air vessel stamped LLOYDS TEST 440 lbs RMcI 23-11-51 to the feed line to prevent hammering. The modified pipes used in connection with this alteration were hydraulically tested in accordance with the Rule requirements with satisfactory results.

Now done for wear and tear repairs. The lower half of the sternbulk was rewooded at this time.

All furnaces of the port and centre main boilers were removed by the Owners on account of previous jackings and distortion, and six new furnaces stamped LLOYDS 8666 W.A.C. 9-11-51 (2 off) LLOYDS 8666 W.A.C. 14-11-51 (2 off) and LLOYDS 8650 W.A.C. 9-11-51 (1 off) LLOYDS 8650 W.A.C. 14-11-51 (1 off) were satisfactorily fitted.

The centre and port furnaces of the starboard boiler were found distorted 2" out of circularity and were satisfactorily jacked to their original shape.

Other minor repairs were effected to the boilers and their mountings. On completion of all repairs the boilers were each subjected to hydraulic test and found tight and sound.

Now done for oil fuel conversion.

The three scotch boilers have now been converted to burn oil fuel under forced draught in accordance with the approved and amended plans and the Secretary's letters.

A Todd duplex oil fuel unit comprising as follows has been satisfactorily fitted :- Heaters : LLOYDS TEST COVER AND COILS 500 lbs 13-10-50 JS.

Pressure pumps : LLOYDS TEST. STEAM CYLS. 500 lbs (DATES) E.E. OIL CHAMBERS 400 lbs (DATES) E.E. (Weirs)

Discharge filters : LLOYDS TEST 500 lbs JS 11-6-51

Suction filters : LLOYDS TEST 200 lbs JS 8-6-51.

An auxiliary lighting up set is also installed together with an oil fuel transfer pump. Weirs N° 256175. 7" x 6½" x 15".

The oil fuel suction, filling and transfer lines were hydraulically tested to 80 lbs per sq. inch and the oil fuel pressure lines to 400 lbs per sq. inch all with satisfactory results.

Change over devices were fitted to N° 3 P and S, N° 6 P and S and the Deep tank P and S valve chests, these tanks being used alternatively for oil fuel and water ballast.

The G.S. pump was blanked off from the dirty ballast main. No funnel damper is fitted. No lead pipes were removed (none fitted). The steaming out connections were fitted with ring and blank flanges. The feed pumps are not connected to the oily bilge or ballast lines.

The installation was finally examined under working conditions, the steam smothering, all deck control gear and the furnace front quick closing cocks tested and the hot oil pipes between the pumps and furnace fronts examined and all found in good order.

S.N. Blayton.

The Diagrammatic Pumping Arrgt. showing Modifications for conversion to oil fuel burning and the Arrgt. of settling tank fittings are attached hereto.