

Rpt. 9

Date of writing report. 27/10/60

Received London

Port. C A P E T O W N No. 6178

Survey held at C A P E T O W N

No. of visits 6

First date. 6/10/60

Last date. 24/10/60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 83431 Name S.S. "THULE"

Gross tons. 7481 Date of build. 4 - 1926

Owners. Hector Whaling Ltd.

Managers. -

Port of Registry. LONDON

Engines made. 1926 By Blohm & Voss

Type Recip. Steam, triple expansion

No. of Main Engines. 1 No. of Screws. 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers. 3 SB W.P. 213 lb.

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

Surveyed Afloat or in Dry Dock. Afloat

Nature of Survey. Repairs (M) & Part E.S.

Was Damage Report issued? Yes Int. Cert? Yes

Last Report (For Head Office only)

Hull	Machinery	
+100AI Oil tanker FP above	+LMC	10.56
150° F in cylindrical tank.	MBS	2.60
	TS	p. 7.58 N
S.S. (Dr) 10.56	s.	8.55
D.S. 2.60	SPS	10.56

The condition of any 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. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

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 been previously 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 H.P. and I.P.; Good

H.P. and I.P.; Good

2 Valves & Gears.

3 Connecting Rods, Top Ends & Guides { Side Centre

4 Crankpins & Bearings { Side Centre

5 Journals & Bearings.

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods.

7 Connecting Rods & Top Ends.

8 Crankpins & Bearings.

9 Journals & Bearings.

10 Coolers & Safety Devices.

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods.

12 Connecting Rods & Top Ends.

13 Crankpins & Bearings.

14 Journals & Bearings.

15 Levers.

16 SCAVENGE BLOWERS.

17 SUPERCHARGERS.

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts.

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES).

20 STEAM COMPRESSORS.

21 CLUTCHES & HYDRAULIC COUPLINGS.

22 REDUCTION GEARING.

23 THRUST BLOCKS, SHAFTS & BEARINGS.

24 INTERMEDIATE SHAFTS & BEARINGS.

25 HOLDING DOWN BOLTS & CHOCKS.

26 CONDENSERS (MAIN & AUX.).

27 STEAM RE-HEATERS.

28 DE-SUPERHEATERS.

29 STOP & MANOEUVRING VALVES.

30 MAIN ENGINE DRIVEN PUMPS.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel as now seen is in an efficient condition and eligible in my opinion to remain as classed with fresh record of E.S. (with date) when the survey has been completed, subject to all outstanding conditions attached to the vessel's class being dealt with as previously recommended but without special condition regarding the evaporators being repaired.

Date of Committee

THURSDAY - 1 DEC 1960

Decision

As now subject

Noted for Header

REMPRESS

Note C. In re amended subject with own.

Engineer Surveyor to Lloyd's Register of Shipping

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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

40 Auxiliary

39 Air Receivers & Safety Devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure)

43 Have Evaporator Safety Valves been tested under steam?

42 Evaporators

45 Windlass

46 Fire Extinguishing Arrangements

44 Steering Machinery

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

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

AUXILIARY, DONKEY or PRESS

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Exhaust Gas Heated Economisers

Main Economisers

Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators

Forced Circulating Pumps

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Funnel

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

Auxiliary (over 3 in. bore)

Main

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

Were Copper Pipes annealed?

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)

NOW DONE FOR DAMAGE stated to have been caused through negligence on the 20th October, 1960. It was stated that the starbd. boiler which was used for donkey purposes during the vessel's stay in Cape Town became short of water on the above date. At request of Lloyd's Agents

examined the vessel afloat the following DAMAGE was found:— Starbd. boiler

Port furnace deflected.

Centre furnace deflected.

Port combustion chamber plain and stay tubes leaking.

Port combustion chamber, a number of wrapper plate rivets started and seam leaking over a short distance.

Centre combustion chamber, plain and stay tubes leaking.

Centre combustion chamber, a number of wrapper plate rivets started and seam leaking over a short distance.

Starbd combustion chamber, plain and stay tubes leaking.

Starbd combustion chamber, a number of wrapper plate rivets started and seam leaking over a short distance, several C.C. stays leaking and a few furnace rivets started. (CONTD. SHEET NO.2).

LEAVE THIS SPACE BLANK

Survey fees .. £28. 0. 0.

C-659 Damage fee .. 18. 0. 0.

Spl. Attend. .. 6. 0. 0.

Expenses & .. 6. 7. 0.

Stamps .. £58. 7. 0.

Date when A/c rendered 24/10/60.

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NOW DONE FOR PERMANENT DAMAGE REPAIRS: Starbd. boiler, port and starbd furnaces jacked back to shape and three compensating rings fitted to each furnace. Port, centre and starbd C.C.'s plain tubes expanded, stay tubes caulked, a number of wrapper plate rivets and part seams caulked, starbd C.C., several C.C. stays and few furnace rivets caulked. On completion of repairs the boiler hydraulically tested to 160 lbs p.s.i. and repairs found satisfactory.

NOW DONE FOR WEAR AND TEAR REPAIRS:

Port and starbd main engines H.P. and I.P. piston rods skimmed and packing efficiently renewed (pitted in way of packing through standing in one position).

S.R.L. The three evaporator baffle plates now efficiently renewed, it was now recommended that this condition be deleted from S.R.L.

The new water end for the ballast pump has not yet arrived. The vessel is proceeding to the United Kingdom very shortly where the special survey will be held commencing end December or beginning ^{January} next where it is stated the water end will be renewed and all other outstanding conditions attended to, the ballast pump was examined and found to continue efficient meanwhile.

J.H.



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