

SURVEY REPORT.

21 APR 1948

"FRANCINE CLORE"

Aden, January 8/94

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At the request of Messrs. Luke Thomas & Co. Ltd., Aden, Shipping Association, I the undersigned, surveyed the boilers of the new steam tanker "FRANCINE CLORE" 10,448 tons gross of London on 11th. and 12th. January 1948 after vessel had put into this port starboard boiler out of action.

On examination of the starboard boiler on 9th. January I found 5, 6 and 12 tubes in the back row (numbering from outboard) holed, 22 and 23 in the fire row holed and Nos. 2 and 4 in the starboard holed. I recommended that these tubes be plugged and that boiler by hydraulic pressure; this was done but test failed and I then advised that the faulty tubes be cut out and new tubes (carried on board)

On examination of the port boiler after it had been shut off I found 1 tube in the rear wall split, 2 tubes in a side wall holed and 5 in the fire row blistered. As there were no more spare tubes on board I advised that the Owners send spare tubes out by air.

The cause of these tube failures is overheating and blistering. It is difficult to give any reason for the overheating as all the tubes examined, after they have been cut out, were free of scale internally.

The Engineer stated that a new boiler composition was tried on the vessel on this trip and that the Makers of the composition recommended that the boiler be thoroughly cleaned internally before the composition was put in. As I can make out, this was not done and the composition was put in with a certain amount of deposit already on the inner surfaces of the boilers; the Engineer stated that there was no trouble with boiler tubes before this composition was used and that certain tubes had been plugged at Abadan on their way here from the U.K., the further trouble occurred between Abadan and Aden and the starboard boiler had to be shut down before reaching Aden.

On visiting this vessel whilst waiting for tubes to arrive from York I found that a certain amount of scale was coming from the boiler when they were being cleaned and it appears to me that the scale remained on the inner surfaces of the tubes despite the action of the composition; the tubes I had sighted previously had been cut out by chisel and this removed any scale that was adhering to the tubes.

228-3-0. 

J. C. Buchanan

Surveyor to Messrs. Lloyd's Agents,
Aden.

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