

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

(Received at London Office

13 JUN 1949

)

Date of writing Report.....19..... When handed in at Local Office.....18 MAY 1949.....19..... Port of.....NEWCASTLE-ON-TYNE.....

in Survey held at South Shields and Hebburn-on-Tyne. Date. First Survey 11. 1. 49. Last Survey 5. 5. 1949. (No. of Visits.....20.....)

56 on the Machinery of the ~~Wheat Transport~~ Steel S.S. "ROY"

Gross 4871 Vessel built at Middlesbrough By whom Smith's Dock Co. Ltd. When 1930 5
 Net 2995 Engines made at Middlesbrough By whom Smith's Dock Co. Ltd. When 1930
 Main Boilers 3 SB Boilers, when made (Main) 1930 (Donkey) -
 Donkey Boilers 1 Owners A/S D/S ASK. Owners' Address -
 Pressure - Managers A. Kjerland (If not already recorded in Appendix to Register Book.)
 Main Boilers 200 LB If Surveyed Afloat or in Dry Dock afloat, South Shields, Tyne Dock Port BERGEN Voyage
 Donkey Boilers (State name of Dock.) Emp G: R.W. Hawthorne Leslie & Co. Ltd. Dry Dock

Report No. Port

Particulars of Examination and Repairs (if any) T.S. : B.S. O.F. CONVERSION.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler 14-3-49

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 LB / 15"

Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

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

Shaft now been changed? Yes If so, state reasons See below Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 4-4-49 State the wear down in the bush CLOSE FIT

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

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

of 5. 4. 49, the safety valves of the starboard boiler remain to be adjusted under steam. The Owners' Superintendent states that the safety valves will be adjusted on return of the vessel to the U.K. in a few weeks time.

Now Done

Vessel placed in dry dock, propeller stern bush and outside fastenings examined

connections (inlets) opened out, examined and found or placed in good order.

New shaft drawn, examined, taper badly wasted, 1/4" cut off end of liner and shaft found

acked. Spare screw shaft marked - 792 Lloyds No 6508 D. D.D.W. 30.1.30.3 fitted. Wood in

in bush bored out to suit. Wear down close.

Propeller, cast steel, badly wasted at tips and on leading edge and wasted on inside bore of boss.

New cast iron propeller fitted. (Cast steel propeller fitted March 1947 see Middlesbrough

at No 18242. The Owners' Representative states that a new spare propeller has been ordered

will be placed on board as soon as it comes to hand. The cast steel propeller was not

(see continuation sheet)

General Observations, Opinion, and Recommendation: The machinery of this vessel as now 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, BS 9.11, BAMS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

in efficient condition and eligible in our opinion to remain as classed with fresh records

T.S. (CL) 4. 4. 49, now, B.S. 5. 4. 49 when the survey has been completed and notation "Fitted for

Fuel 5. 4. 49, Flash Point above 150° F." now, subject to spare propeller being supplied.

Fee (per Section 29) T.S. 3 : 0 : 0 Fees applied for

B.S. 13 : 0 : 0 19

Damage or Repair Fee (if any) 25 : 5 : 0 Received by me,

O.F. CONVERSION 15 : 15 : 0

Other expenses (if chargeable) 2 : 19

Committee's Minute

See Brev. 3244

1 JUL 1949

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

0055911-0035918-01772

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

S.S. "ROY"

replaced on board as considered unfit for further use.

B.S. Main boilers examined throughout with superheaters, mountings, manholes doors and fastenings and found or placed in safe working condition. The safety valves of the port and centre boilers adjusted under steam to pressure stated above.

Oil Fuel Conversion:- The vessel has been converted to oil fuel burning at this time in accordance with the Secretary's letters, approved Plans and Rule Requirements. The suction and pressure lines and heating coils hydraulically tested after rejoining as per Rule Requirements. The installation and deck control gear in connection with the O.F. and Steam Smothering installations examined and tested under working conditions and all found satisfactory.

Particulars of the installation are as follows.

White's Marine System Contract N^o 1443.

O.F. Unit N^o 16606 A+B. 2 Weiss O.F. pressure pumps N^{os} 217236-7.

O.F. Transfer Pump: Lamont N^o 20375. Size 5"x5"x6" Lloyd's test 400 lb. 6.2.48. R.T.E.

Bilge Pump: " " 20875 " " " 470 lb. 20.2.48. R.

White's Marine Gily Water Separator N^o 191.

Pneumercator system of sounding in Settling Tanks, and side bunker oil fuel tanks.

Repairs:-

B.S. Starboard boiler:- 9 c.c. stays renewed. 2 fractures in the port furnace cut out and welded.

Centre boiler:- 31 defective c.c. stays renewed. End plate in way of internal feed pipe joints welded where wasted; defective drain plug renewed, forward collision check part renewed.

Port boiler:- 3 defective c.c. stays renewed, 2 fractures cut out in centre furnace and welded. Port furnace failed.

all boiler mountings overhauled. Defective valve spindles of port boiler main and aux. feed check valves and main feed check valve cover renewed. Main stop valve shut off clutch gear renewed. Starboard boiler safety valve springs renewed. Several other minor repairs effected.

6 evaporator coils renewed. Glasgow Certificate N^o C. 71116 attached herewith.

Electrical Installation:- At the instigation of the Owners an additional oil engine driven generator set for port use has been installed at this time.

Particulars as follows:- Pelapone Engines Ltd. Engine N^o 529385. Generator Plant N^o 529385. Campbell and Isenwood Generator N^o 42216. 12 KW. 110 V. 109 amps. Compound wound. 1000 R.P.M.

A new switchboard complete with meters, pilot and earth lamps, double pole main switch and fuses has now been fitted for the above set. The main cables of this switchboard connected to existing switchboard in engine room by means of double pole change over switch.

The port and starboard 'tween deck accommodation rewired, stokehold lighting rewired, engine room lighting wiring part rewired. 2 additional deck lights fitted on boat deck. Ammeter on main switch board renewed. On completion of repairs, repairs examined megger tested and found in order. New oil engine driven generator set examined tested under load and governing and found satisfactory.

Dees

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.

S.S. "ROY"

Attached herewith:-

O.F. Installation Newcastle Certificate Nos 26150. - 26838 - 27253

Evaporator coils. Glasgow Certificate No 71116.
12 K.W. Generator Set. Pelphone Engines Ltd.

O.F. Installation:- Plans

"Tank Pipe Arrangement for oil burning." (2 sheets) DRG. No 1431.

"Steam, Exhaust, & drain pipes for O.F. auxiliaries DRG. No 1432.

"Tank pipe suction for oil burning". DRG. No M/53

Self.

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.



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