

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

(Received at London Office)

5 APR 1951

of writing Report 5th March 1951 When handed in at Local Office 19 Port of Amsterdam

Survey held at Amsterdam Date. First Survey 21-12-50 Last Survey 20th Feb 1951
(No. of Visits 18)

on the Machinery of the Wood, Iron or Steel "V.E.S.T."

Gross 5135 Vessel built at Sunderland By whom Barkham & Sons Ltd. When 1920 12
Net 3160 Engines made at Donkey By whom J. Dickinson & Sons Ltd. When 1920 12
al 476 Boilers, when made (Main) 1920
wer 3 Owners M. Helgøy Owners' Address Port Kristiansand
in Boilers 3 Managers A. J. Langfeldt JCO
nkey Boilers 1800 # Surveyed Afloat & in Dry Dock A.D.M.
essure—
Boilers 1800 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port
ulars of Examination and Repairs (if any) LMC
l Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and beside s illed in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case

cases where the Surveyor has not made a special damage report he is required to state whether he offered his es for this purpose, and why they were declined
age report made by anyone else? If so, by whom?

urveyor personally go inside each Main Boiler separately and make a through examination at this time? yes
Donkey REMOVED FROM BOARD.

for what reasons. What parts of the Boilers could not be thus thoroughly examined?
al means, in the absense of internal examination, were adopted by the
r to assure himself of the thorough efficiency of those parts of each Boiler?

st date of internal examination of each boiler 22/12 Starb. & Centre. 4/1 Port. Present condition of funnel(s) Good
urveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lb
urveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? yes

urveyor examines all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? yes
urveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers? yes
urveyor examines all the mountings of the Main Boilers? yes, and of the Donkey Boilers? yes

crew 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
now been changed? no If so, state reasons yes Has the shaft now fitted been previously used? yes Has it a continuous liner? yes
roved oil retaining appliance fitted at the after end? yes State date of examination of Screw Shaft 3-1-51 State the wear down in the

ush. 4 mm Is electric light yes fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes
nsulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes
Engine parts, when referred to by numbers, should be counted from forward.

urvey is not complete, state what arrangements have been made for its completion and what remains to be done. Special Survey complete.
al placed in drydock; Tailshaft drawn, examined and found in good condition.
d cast iron propeller in order; stated some corrosion at blade tips and found 2 small pieces
led out from the non leading edge of one blade, this being in my opinion of no consequence for the present.
d stern tube, stern bush with lignum vitae and stern gland in good condition.
connections opened out, examined and found or made in order.

ENGINE: Crankshaft clocked before dismantling; found readings not satisfactory.
in engine entirely opened out, all parts as cylinders with cyl. covers and pistons, HP poppet valves
valve chests & valve gear, MP & LP slide valves & chests, crossheads with top end braces and guides
de shoes, connecting rods, link motion gear, crankshaft (being lifted) with crankpin bearings and
bearings and eccentric sheaves & straps, reversing engine, and ME driven air pump, main circulating pump,
both bilge rampumps examined and found or brought in efficient condition.
following repairs were carried out: PLEASE SEE CONTINUATION SHEET

al Observations, Opinion, and Recommendation:—
(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, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)
CS 3,34
machinery being in a good condition I am of opinion that same is eligible to remain as
red with fresh record of LMC.2,51 with notation of Tailshaft seen 1,51.

Items "Donkey boiler" and "centre B & the furnace" to be expunged from Spec. R. list.

Fee (per Section 29) £.670.- Fees applied for 3-3 19.51
ATTENDANCE £.36.- Received by me, 19
Damage or Repair Fee (if any) (per Section 29.)
ing expenses (if chargeable) £.17.50
THURS 3 MAY 1951

nittee's Minute
ned See Jms. 24529

Opelhuysen
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003605-003610-01471

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

machinery of the S/S "VEST"

MAIN ENGINE (repairs carried out):

LP slide valve rod renewed, LP astern guide & guide shoe (being cracked) renewed, all 3 crankpin bearings re-metalled, all main bearings (lower & upper halves) re-metalled, N°1 lower main bearing half (being cracked) renewed, piston rod of main circulating pump skimmed & re-bushed, Aft Bilge pump ram renewed.

Crankshafts afterwards clockpauzed; found readings now satisfactory.

Main thrust block opened out, examined and found with thrust shaft and horse shoe in good condition.

Tunnelshafting examined and found with bearings in good condition.

Alignment of straight shafting verified and found satisfactory.

SUNDRIES:

All auxiliaries, as listed below, opened out, all parts examined and found or brought in efficient condition:

Forward Weir's feed pump (water piston renewed) - Aft Weir's feed pump (water cylinder liner renewed, piston rod skimmed & re-bushed) - Ballast pump (Duplex) -

Sanitary pump (Duplex horizontal) replaced by a new pump of similar type & size -

Both general service pumps (Duplex) - both Dynamos engines (cylinders & slide valve chests bored out and pistons & slide valves renewed, crankshafts entirely skimmed in lathe and all bearings re-metalled).

Main condenser (5 tubes renewed) and Auxiliary condenser (450 tubes renewed) hydro. tested, examined and found in good condition.

Evaporator opened out, casing & coils examined and found in order.

Feedwater heater removed from board and replaced by a new 2 stage feed heater, supplied with Certif. N° 2048. Oslo, 20-12-50.

All valves & pipes of Bilge- and Ballast pumping arrangement examined and found or brought in efficient condition; sundry minor repairs carried out

Spare gear examined and found complete.

Engine telegraph overhauled, tried and found in order.

ELECTRICAL EQUIPMENT: Installation throughout examined and overhauled.

Both dynamos overhauled in workshop, collectors skimmed & brushes renewed.

Main switchboard renewed and fitted in accordance with approved plan.

Several sub-boards renewed and an additional new sub-board for nautical instruments fitted in chart-room, fed from main switchboard by feeder cables $2 \times 1 \times 16 \text{ mm}^2$ O.R.L.K.

Feeder cables for wireless station and for navigation lights renewed

All cables, fittings & switches renewed in fore-ship, in wheel house & chartroom, in stokehold and in shaft tunnel. Further cables etc. repaired or renewed where necessary.

NEWLY FITTED (all being connected to new sub-board in chart-room):

1) Radar Installation - Decca Marine Radar - type 159 A

2) Echo Sounding Device - Hughes. MS.21 - type B.

3) Gyro Compass. - Sperry Minor - MK. E VIII.

Installation on completion of repairs tried under working condition and megger tested with satisfactory results.

4) Degaussing switch board and cable arrangement are left in place but disconnected from the upright dynamos.

Machinery of the S/S "VEST"BOILERS:

All 3 main boilers (insulation stripped) examined internally and externally and found or brought in efficient condition. Stated some slight grooves in lower part of fore front plate lunette (in all 3 boilers), this being in my opinion of no consequence for the present however.

Port furnace of Starboard boiler, and Starb. furnace of Centre boiler, being deformed, jacked up and provided with half-circumferential reinforcement riders (4" x 3/4") on the upper half of Nos 3-5-7 corrugations, fitted by E.W.

Collision chocks of Centre boiler (being wasted) renewed.

All superheater elements transported to workshop, hydr. tested, examined and found in order.

All mountings & safety valves transported to workshop, opened out, examined and found or made in order; all their fixation studs to the boilers were renewed.

Entire new boiler insulation has been fitted.

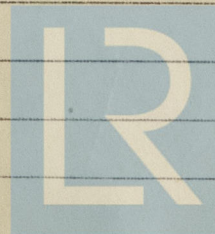
Steel steam pipes transported to workshop, hydr. tested, examined and found in good condition.

Boilers afterwards tried under steam and their safety valves adjusted.

NOTE: The donkey boiler (Scotch - 2 plain furnaces) has definitely been removed from board.

On completion of the survey the machinery has been tried under steam and found working satisfactorily.

[Signature]



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