

No. 104761

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

(Received at London Office)

24 SEP 1947

Port of NEWCASTLE-ON-TYNE

held at JARROW ON TYNE Date First Survey 24/7/47 Last Survey 8/9/47 (No. of Visits 12)

Machinery of the Wood, Iron or Steel S. "FVISMERE" Ex "OCEAN VISION" Year. Month.

Vessel built at RICHMOND CAL. By whom TODD-CALIFORNIA S.B. CORP. When 1942 2.

Engines made at HAMILTON O. By whom GENERAL MACH. CORP. When 1942

Boilers, when made (Main) 1942 (Donkey)

Owners THE AVIATION & SHIPPING CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers N.W. PURVIS Port LONDON Voyage

If Surveyed Afloat or in Dry Dock MERCANTILE DRY DOCK NO 3 (State name of Dock.) & ALONGSIDE.

Port

Examination and Repairs (if any) DMGE: PART+LMC: TS.

State clearly the cause of Repairs, if any, and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated in the report. State also the dates and initials of any letters respecting this case.

The Surveyor has not made a special damage report he is required to state whether he offered his purpose, and why they were declined

made by anyone else? If so, by whom? Salvage Association

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

Donkey " " "

What parts of the Boilers could not be thus thoroughly examined?

the absence of internal examination, were adopted by the

thorough examination of each boiler P.C. 15.8.44. : S. 21.8.44.

the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs/sq"

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

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

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

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

been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

aged? No If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner?

ing appliance fitted at the after end? State date of examination of Screw Shaft 25.4.44. State the wear down in the

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

ance 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.

plete, state what arrangements have been made for its completion and what remains to be done.

parts remain to be opened out & examined. viz:- Attached Pumps: Port Independent Feed Pump: Pumping arrangements:

Engine & Windlass. It is stated that these items will be dealt with when

returns to complete the Special Survey in about 6 months time.

stated to have been caused through vessel grounding on 14th April 1944

African coast, for particulars see Log Book entries.

for Damage:-

need in dry dock, Propeller, stern bush & outside fastenings examined.

ctions opened out and examined and Tail Shaft drawn in.

ing parts opened out & examined:- Main Engine cylinders, pistons, valves

in chests; crankshaft pins & journals; Main & Bottom End bearings (Grand

id); condenser (Tested); circulating pumps; Ballast pump;

ions, Opinion, and Recommendation: The machinery of this vessel is eligible in my

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

in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

to remain as classed with fresh record of + LMC 9.44 when the survey has

completed, and notation of T.S. - CL 7.44.

+ LMC 32: 0: 0 Fees applied for
T.S. 2: 0: 0
ELECT. LT. 5: 0: 0
Repair Fee (if any) 10: 10: 0
es (if chargeable) 1: 0: 0
Received by me, 19

7 NOV 1947

Minute

Deferred for comp. LMC

S. 7.47 BS 9.47

Abulker
Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
003631-003639-0235 1/2

Insert Character of Ship and Machinery precisely as in the Register Book.

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

"FVISMERE" ex "OCEAN VISION"Now done for Port + LMC.

Vessel placed in dry dock, Propeller, stern bush, & sea connections & fastenings examined. Tail shaft drawn in and examined.

The following parts opened out & examined, viz:- Main Engine cylinders, pistons, slide valves & steam chests: crankshaft pins & journals: Main and Bottom End Bearings (crankshaft lifted): Condenser (Tested): Starboard Independent feed pump: G.S. pump: Ballast pump: circulating pump: P. & S. dynamo engines: Electrical Installation (megger tested):

Boilers opened out & examined internally & externally together with manhole doors, mountings, & superheaters, & safety valves adjusted under steam to 220 lbs/sq. in. Steam pipes generally examined under steam as far as practicable and found satisfactory.

Main & Aux. machinery, steering engine & windlass tried under working conditions, & dynamo governors tested under full load and found satisfactory.

Repairs now effected for Damage:-

H.P. piston rings renewed. Main Bearings and I.P. & L.P. Bottom end bearings retalled and alignment of after coupling checked and found satisfactory. 19 defective tubes plugged & condensers made tight (It is stated that condenser tubes have been ordered and these defective tubes will be renewed on the vessel's return for completion of survey)

Ballast Pump bucket rings renewed & suction & delivery valves overhauled. Some minor repairs effected to sea connections as recommended.

Repairs now effected for Wear & Tear:-

Starboard feed pump water end buffed at top of liner, Bucket & Piston rings renewed. Bucket rod machined & neck & gland bushes renewed. Suction & Delivery valves overhauled: 3 delivery valve covers renewed on G.S. pump chest & Bucket rings renewed: Port & Starboard Dynamo Engine cylinders & Piston valve chests rebored, and Pistons, rods, Piston valves & valve spindles renewed together with neck & gland bushes to suit. Some minor repairs effected to switches, fuses, & wiring of Electrical Installation, & megger tested on completion with satisfactory results: A few tubes expanded & seams caulked in combustion chambers of Boilers. All water gauge fittings renewed with Dunsen standard type fittings. Starboard Boiler safety valve spindles renewed. Other minor repairs effected as recommended.