

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

(Received at London Office)

Date of writing Report. 24th October, 19 45. When handed in at Local Office. 27th October, 19 45.

Port of MIDDLESBROUGH.

No. in Reg. Book. 15822 Survey held at MIDDLESBROUGH. Date. First Survey 3rd July. Last Survey 17th Oct. 19 45. (No. of Visits. 2)

on the Machinery of the Wood, Iron or Steel. s.s. "WOLVES". Year. Month. 1934 12

Tonnage: Gross 422 Vessel built at South Bank, Middlesbrough. By whom Smith's Dock Co. Ltd. When 1934 12
Net 161 Engines made at Middlesbrough. By whom Smith's Dock Co. Ltd. When 1934 12

Nominal Horse Power 126 Boilers, when made (Main) 1934 (Donkey) -

No. of Main Boilers 1 Owners Bunch Steam Fishing Co. Ltd. Owners' Address -

No. of Donkey Boilers 1 Managers H. G. Crampin. Port Grimsby Voyage -

Steam Pressure in Main Boilers 225 lb. If Surveyed Afloat or in Dry Dock Smith's Dock Co. Ltd. (State name of Dock.)

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. T.S. Machinery Rprs. (Reconversion).

(Particular Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, and, 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.)

In 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.

Was a damage report made by anyone else? If so, by whom?

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

Donkey " " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler 19.9.45. Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 225 lbs per sq. inch.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

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

Has the 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? -

Has shaft now been changed? No If so, state reasons. Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 19.9.45. State the wear down in the stern bush 5/32"

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

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

NOW DONE:-

The vessel was placed in dry dock, propeller, stern tube with lignum vitae and all outside fastenings being examined.

The tail shaft was drawn and found in order.

All sea cocks were opened up for examination and were found or placed in good condition.

The main engines were opened up, cylinders, valves, valve gear top and bottom ends, pumps, condenser, crankshaft, main bearings (top halves), guides, cross heads, thrust and shafting examined.

Auxiliary machinery including dynamo were also examined.

Steam pipes were tested to Rule requirements.

Bilge connections were opened up and tested throughout the vessel.

The trawl winch was overhauled ashore and placed on board.

Steering engine and windlass were opened up for survey.

The boiler was examined internally and externally. The boiler mountings were opened up for continued.

General 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 or LMC 140 lb., FD, &c.)

This vessel's machinery is eligible in my opinion to remain as classed and to have the notation LMC 10.45. and TS. GL. 8.45.

Survey Fee (per Section 29) £ 8 : 0 : 0 Fees applied for 22.10.19 45.
Special Damage or Repair Fee (if any) £ 10 : 10 : 0 Received by me, 19.
Travelling expenses (if chargeable) £ : : :
TUES. 27 NOV 1945

Committee's Minute

Assigned + LMC 10 45
S 8.45

blan. C. Gibbon
Engineer Surveyor to Lloyd's Register of Shipping.

88 No 3 due 12.46 held &
Screw shaft examined.
& considerable repairs
effected

It is submitted that this
vessel is eligible for TIDE
RECORD. + LME 10-45
58-45.

Rebb.
24/1/45

s.t. "WOLVES" (machinery).

inspection and found or made good.

Safety valves were adjusted under steam to 225 lbs per sq. inch.

The superheaters were re-installed at this time.

Repairs.

H.P. bottom end and No. 1 main bearing (top half) were retapped.

M.P. piston rings were renewed. H.P. piston valves liners were drawn, bored out and refitted.

Piston valve rings were renewed. (L & C Type). Link Gear was overhauled.

Main Engine piston and valve rods were skimmed up in way of the packing. The packing was overhauled or renewed by the Universal Packing Co.

The air pump chamber was found to be scored, was bored out and bucket built up.

All "Kingham" valves were renewed.

Bilge pump ram was skimmed up, new neck and gland bush being fitted. New bilge and feed suction and delivery valves were also fitted with new spindles.

Main Condenser was stripped down for cleaning and examination. Odd ferrules and tubes were renewed and new packing throughout.

On completion a test was carried out and proved satisfactory.

Ballast Pump

Piston and bucket rods skimmed up. Piston rings renewed. New suction and discharge valves fitted. One suction valve spindle renewed.

Auxiliary Feed Pump was removed ashore for complete overhaul. All working parts needing attention.

Feed heater was reconditioned. New piston rod and piston valve fitted to Dynamo.

Circulating pump

Piston rod renewed, also piston valve and spindle.

A considerable number of minor machinery repairs were carried out as per licence.

Boiler Repairs.

The main steam chest was removed ashore for overhaul and test. 3 new seats were fitted the landing edges found to be oval were machined. 2 safety valves springs were renewed. A number of seats and lids were renewed on various mountings.

A considerable number of back and side c.c. stays were found to be badly necked and were renewed. Wasted places on c.c. wrapper plates and corrosion along the fire bar lines water side of the centre furnace was built up with electric welding.

All tube stoppers were removed, 6 plain tubes being renewed.

On completion of repairs a hydraulic test was carried out and the boiler was found satisfactory.

Funnel A new inner and outer funnel was fitted.

Superheater - Elements, headers, pipes and fittings etc., were assembled to complete a new installation. All items tested to the Rule requirements. (certificates attached).

Propeller.

A new 4 B. C.I. propeller was fitted.

Port of MIDDLESBROUGH.Continuation of Report No. 17933. dated 24th October, 1945. on thes.t. "WOLVES" (machinery).Windlass.

One driving shaft pinion and 2nd motion shaft complete with spur wheel and pinion were renewed.

Minor repairs were carried out and hand gear was re-fitted.

Steering Engine.

The economic valve was sent to the Makers for reconditioning.

On completion of survey a mooring trial was carried out and the performances of the main engine and auxiliary machinery were satisfactory.

Chas. E. Gibbon.