

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

(Received at London Office 6 MAY 1942)

Date of writing Report 18.4.42 When handed in at Local Office 25 APR 1942 Port of Liverpool

No. in Reg. Book. 36315 Survey held at Liverpool Date First Survey 9/4/42 Last Survey 17/4/1942 (No. of Visits 10)

Tonnage Gross 12000 Net 7480 Vessel built at BELFAST By whom HARIAND & WOLFF LD. When 1942

Nominal Horse Power Engines made at do. By whom do. When Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners MINISTRY OF WAR TRANSPORT Owners' Address Managers SHAW, SAWLE & ALBION CO LD Port BELFAST Voyage If Surveyed Afloat or in Dry Dock Afloat

Last Report No. Port Particulars of Examination and Repairs (if any) EXAMINATION OF STEERING GEAR

(Periodical Surveys, when held, must be reported in detail and serially 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined? Also 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 Present condition of funnel(s) Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? 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? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Engine parts, when referred to by numbers should be counted from forward Is electric light and/or power fitted

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *Now done at request of Owners' Supt: - Examined the worm and worm wheel of steering engine, & found excessive wear taking place to worm wheel (Gunmetal). Noted considerable quantity G.M. cutting powder lying around gear. The wear shape of the worm-wheel tooth flanks are unequal (the side facing to Star being normal in appearance, to Port the bearing surfaces are most irregular, the whole wheel having appearance of having been roughly machined. It was recommended that a responsible official from builders be sent for, & the gear was again examined by undersigned & Mr Ross of Belfast Works who agreed to replace worm & wheel by properly cut ones on the vessel's return from present voyage. As temporary help, the oil supply has been improved, and further cooling has*

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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel so far as seen, is in good and efficient condition, eligible to remain as classed (by Belfast certificate) Subject to a new and accurately cut worm & worm wheel being fitted to the steering engine, and to all the cooling fan motors of the refrigerating installation being examined and tested under full working conditions on the vessel's return from her present voyage

Survey Fee (per Section 20) £ 30 APR 1942 Special Damage or Repair Fee (if any) £ 55-0 (per Section 20.) Travelling expenses (if chargeable) £ 16/- Received by me, J. Haffner Key Engineer Surveyor to Lloyd's Register of Shipping.

LICENCE CASE Committee's Minute LIVERPOOL 5 MAY 1942 Assigned As now subject to

been arranged to the electric motor.

As regards the Cooling fan motors for the refrigeration installation, it was reported on arrival at Liverpool that bad commutation had developed after prolonged running.

The motor manufacturer's representative attended, when it was found that unsuitable brushes were fitted. Carbon brushes of correct grade have now been fitted, and the motors tested under all conditions, and found, so far as could be seen, to be satisfactory. It is recommended that these motors be examined and tested on the vessel's return from present voyage.

For H. Haffner Reef.
A. Sutherland.

Retained for R.M.C.

Copy of report

Noted.

Subject as now recommended allow the 25 kW electric generator being tested on vessel return from present voyage.

L.Y.
8/5/62.

Examine special condition on cooling fan motor for R.M.C.

Handwritten initials and notes



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