

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

(Received at London Office _____)

13 NOV 1948

Writing Report... 28. 10. 19. 48. When handed in at Local Office... 11. 11. 19. 48. Port of GRIMSBY.

Survey held at GRIMSBY. Date. First Survey 9. 9. 48. Last Survey 23. 10. 19. 48. (No. of Visits 7.)

on the Machinery of the ~~Wooden~~ Steel M/V. "ROSE-JULIE M"

Gross 402 Vessel built at Hesse By whom Henry Scarr, Id. When 1941 8
Net 183 Engines made at Manchester By whom Crossley Bros. Id. When 1941
135 MN Boilers, when made (Main) (Donkey)
Owners Metcalf Motor Coasters, Id. Owners' Address
Manager T. J. Metcalf. Port London. Voyage
Surveyed Afloat or in Dry Dock Doig's Slipway & Royal Dock.

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

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years assigned now expired | Machinery and Boiler Surveys (including date of N.B., if any) |
|--|-------------------------------------|---|
| 100A | | IMC 8,41. |
| 11,47 | | IMC(M) 4,43. |
| | | TS(OG) 11,47. |
| Examined 8,47. | | Oil Engine. |
| | | Cargo battens not fitted. |

Examination and Repairs (if any) CONDITION, C.S. & ALTERATIONS

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly mentioned at the end of the report. State also the dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for that purpose, and why they were declined.

Work done by anyone else? If so, by whom?

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

Donkey

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

When, in the absence of internal examination, were adopted by the Surveyor? State reasons.

Internal examination of each boiler.

Examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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

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

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

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

Shaft now been drawn and examined? Yes. Has it a continuous liner? No. Is an approved oil retaining appliance fitted at the after end? Yes.

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

Oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 8/9/48. State the wear down in the shaft 1/1000.

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes. See attached report.

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

Not complete, state what arrangements have been made for its completion and what remains to be done. C.S. case. See Form 7.E.

Vessel placed on slipway. Propeller, screwshaft (drawn in), sea connections, outside fittings examined and placed in good order.

Main engine scavenge pump cylinder, pistons, gudgeon pin and bush connecting rod, main and brasses, crank journals and main bearings, suction and delivery valves; ballast auxiliary compressor, pumping arrangements opened out, examined and placed in good order.

On completion of overhaul, the main and auxiliary machinery, pumping arrangements examined under working conditions and found in order.

A new four-bladed bronze propeller now fitted, fit of propeller checked on cone, and following particulars taken:- Z 8808 L.H. Dia. 5'10", Pitch 3'8" Mean, Surface 13 sq.ft. In my opinion, the restriction on the propeller can be removed from S.R.L. Dry compressor crank shaft journal ball bearings (2) renewed. (See overleaf)

Observations, Opinion, and Recommendation: The machinery is in good and efficient condition. No 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.

In my opinion, to remain as classed with a fresh record of IMC CS (with date) as the survey has been completed, also TS. OG seen 9,48, and without restriction on the propeller (See S.R. List).

Fees applied for 11.11.19 48. Received by me, 19.

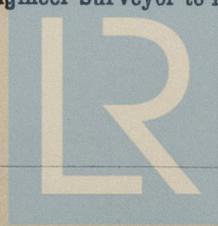
Engineer Surveyor to Lloyd's Register of Shipping.

WED. 8 DEC 1948

+ LMC CS 10,48 without spl. edn. 10,48

S. 9.48

CERTIFICATE WRITTEN



Lloyd's Register Foundation

004042-004048-0193 1/2

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

OIL ENGINES CONTINUOUS SURVEY.

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

M.V. "ROSE-JULIE M"

(Contd.)

An additional diesel driven, hand starting, auxiliary compressor has now been fitted and the following particulars noted:-

Engine Makers:- R. A. Lister Ltd. No. CS 53572 Spec. 20343 HP: 3.1/2 R.P.M: 600.

Compressor Makers:- Hamworthy Ltd. No. 73644 Disp: 110 cu.ft. per min. R.P.M: 65 W.P: 350 lbs.

A double bottom water ballast tank has been constructed at forward end of hold between frames No.47 and No.71 (See hull report). The pumping arrangement for the tank has been fitted in accordance with the Secretary's letter "E" dated 7th November, 1948, approved plan, and the remaining requirements of Section 34 of the Rules (1947-48). On completion the pumping arrangement was tested under working conditions and found satisfactory.

Edw. Auz

"ROSE-JULIE M"

Electrical Equipment.

Special Survey and Repairs, etc.

The generators were removed and repaired and the mains renewed. Main switchboard reconstructed and charging arrangement modified. Navigation circuits repaired and partly rewired. Installation overhauled and minor faults removed. On completion the equipment was operated under working conditions with satisfactory results and the insulation resistance of all circuits and apparatus measured and found good. The foregoing may be considered for a Special Survey.

Fee:- S.S. - £5: 0: 0d. Repairs - £2: 2: 0d. Expenses - £11: 0d.

W. G. Connell
SURVEYOR TO LLOYD'S REGISTER
OF SHIPPING.

Edw.

